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# The Hongkong Telegraph.

FOUNDED 1841 六拜禮 號六十八式英港香 SATURDAY FEBRUARY 16, 1924 日式十月正

**Firestone Motor Cars Ltd.**  
The performance of FIRESTONE GUM DIPPED CURDS, the Firestone organization, sees the rewards of over twenty years of incessant effort toward better tyre quality. Millions to-day are receiving mileage from Firestone Cars that seemed beyond the realm of possibility.

THE DRAGON MOTOR CAR CO., LTD.

## LOCAL HOUSING.

### NEW LEGISLATION PROPOSED.

### Rebuilding Only When Desirable.

### WASTEFUL METHODS DEPRECATED.

After the many complaints which have been made regarding the pulling down of houses which are still in a good habitable condition, the public will be interested to hear that the Government intends in future to prevent such demolition excepting in such cases as are, in the opinion of the Building Authority, desirable.

This intention is announced in the current issue of the *Government Gazette*, in which is published a draft Bill to amend the *Rents Ordinance*, which is to be introduced at the next meeting of the Legislative Council. It is explained that the object of this Bill is to prevent the reconstruction of houses which are in a substantially good condition. The Government viewpoint on the matter is set forth in the following words from the Objects and Reasons attached to the Bill:—The reconstruction of houses which are in a reasonably good condition is a wasteful use of the building resources of the Colony, even where the reconstruction provides additional floor area, and in some cases the floor area is reduced. Such reconstruction necessarily involves a temporary reduction in the domestic accommodation of the Colony, and it is against the spirit of the Rents Ordinance.

The new Bill proposes to enact that notices to quit in case of reconstruction shall not be valid unless the certificate of the Building Authority which is served with it contains also a statement to the effect that the intended reconstruction is desirable. An appeal to the Governor-in-Council is provided, but it is explained that on such appeal the Governor-in-Council will have an unfettered discretion and will not be limited to the consideration of the condition of the building. This is in order to meet such special cases as the erection of a large modern building on the site of several small and old houses, or the fresh development and laying-out of an entire block.

It is further stated:—“Clause 2 and 3 of the Bill, standing alone, would apply only to notices to quit given after the commencement of the new Ordinance, but it is considered desirable that the restriction proposed in the Bill should be applied also to notices to quit given before the commencement of the new Ordinance and still unexpired at its commencement.” A further comment in the Objects and Reasons says:—“Owners of property who have already given notices to quit for the purpose of reconstruction should observe that their notices will be invalid unless they can obtain the necessary certificate, either from the Building Authority or from the Governor-in-Council, before the three months expires.”

## FULL COURT JUDGMENT.

### DECISION IN CHARTER PARTY CASE.

Judgment was delivered this morning on an appeal which was heard by the Full Court in November, such Court consisting of Sir Skinner Turner, of H. B. M. Supreme Court, Shanghai, Sir William Rees Davies and Mr. Justice Gompertz.

The case goes back eight years—at a time when the British naval authorities were commandeering ships. In November 1916, it was agreed between the Cheong Yee Steamship Co., Ltd., of Hongkong, and a firm of Indian merchants, named Dharsi Malji and others, of Chitagon, India, that the s.s. *Singaporean* would be chartered to the merchants from April 1st, 1917, for ten months at \$28,000 per month. In March, 1917, however, the ship was commandeered by the naval authorities at Singapore and when the charterers learned of that fact, they sent a telegram to the ship's owners saying they would require the vessel when she was released. That release did not come about until March, 1919, two years later—and the charterers then refused to take her, claiming that the charter party had expired. The Cheong Yee Steamship Co., however, maintained that the telegram was binding. An *ex parte* arbitration took place as a result of which the owners were awarded \$164,849.87 as damages. In order to enforce that award, the case was brought before the Chief Justice and his decision was that the charterers had to pay. There was an appeal against that judgment, this being tried in November last, as stated above.

The appellants' case was conducted by Mr. C. G. Alabaster, instructed by Messrs. Deacon, Harston and Shen-Don, while Mr. Eldon Potter, K.C., and Mr. F. G. Jenkin (instructed

by Messrs. Wilkin and Grist) appeared for the respondents.

Very lengthy written judgments were delivered by all judges, that of Sir Skinner Turner being read by the Chief Justice.

Sir William Rees Davies stated that although he had arrived at his previous decision with some doubt, he had, after further consideration been confirmed in that decision. He thought the appeal should be dismissed.

Sir Skinner Turner, whose judgment reviewed the arguments raised in the case at great length, held that the appeal ought to be allowed, on the ground that the implied term of the contract must be a reasonable term, whereas in this case it was not. Judgment with costs should be entered for appellants both in that and in the Court below.

Mr. Justice Gompertz arrived at the conclusion that the appeal should be dismissed with costs.

Thus, by a majority of two to one, the appeal was dismissed.

On the application of Mr. Eldon Potter, the Chief Justice certified for two counsel.

The judgments took one and a half hours to read.

### SS. "MARY HORLOCK."

### THE COURT'S FINDING.

The Marine Court of Enquiry into the abandonment of the s.s. *Mary Horlock* on the Pacific Ocean on January 26th gave its finding at noon to-day.

The Court found that the master was justified in abandoning and scuttling the ship, and commended Capt. Hill and his crew for their seamanship in launching the boat and transferring the crew without accident under such difficult conditions. The Court further directed the attention of the Board of Trade to the prompt arrival of the President Taft and to the volunteer boat's crew who effected the final rescue which was made possible by the free use of oil.

## THE OIL LEASE SCANDAL.

### IMPORTANT DEVELOPMENTS FORESHADOWED.

(Reuter's American Service.)

Washington, February 15. A development likely to prove most important in the oil lease scandal is the Senate's adoption of two resolutions, the first calling on the State Department to furnish all diplomatic correspondence relating to the Colombian Treaty, in the ratification of which the oil interests, and Mr. Fall as Secretary of the Interior, are said to have played a leading part; secondly asking for the correspondence relating to the securing of oil concessions for American corporations in Russia, Mexico, Mesopotamia, Palestine, Burma, Persia and other foreign countries.

### Alleged "Whispering Campaign."

Mr. Vanderlip testified before the committee enquiring into the oil scandals. He said he had no facts whatever to substantiate the use of Mr. Harding's name in his recent speech, but he suggested an enquiry into the circumstances of the sale of the *Marion Star*, thinking it was a public duty to call attention to rumours in order to kill them. He was a life-long friend of Mr. Harding, and merely wanted to clear the late President's memory of the whispering campaign against him.

President Coolidge has nominated the Philadelphian, Mr. Owen Roberts, to be the Government counsel in the oil prosecutions, replacing Mr. Strawn.

## MEXICAN CAMPAIGN NEWS.

### FEDERALISTS HAVE FURTHER SUCCESSES.

Mexico City, February 15. Federal troops under Gen. Obregon entered Guadaluajara yesterday, the inhabitants bellowing them. General Escobar, although wounded, ordered an immediate advance against Morelia, where the rebel Generals Estrada and Diogenes are reported to have concentrated their forces. An unconfirmed report says that Federal troops have occupied Tuxpam, Meridas and Yucatan. The American cruiser Richmond and the British light-cruiser Cape Town have arrived. It is reported that the revolutionary Federal General Pinada has defeated the loyal Federal General Belascos in the state of Chiapas, and taken a number of prisoners.

## POLAR AIR CRUISE POSTPONED.

Washington, February 15. President Coolidge has ordered the suspension of the naval aerial expedition to the North Pole this summer, on the grounds of economy.

## JAPANESE LOAN PROVES VERY POPULAR.

New York, February 15. The American section of the Japanese loan has been substantially over-subscribed.

(Reuter's Service.)

## DOCKERS STRIKING TO-DAY.

### ALL ATTEMPTS AT SETTLEMENT FAIL.

London, February 15. The negotiations in the dock dispute have broken down, and a strike is now certain to-morrow. A final attempt to secure a settlement was made by the Ministry of Labour requesting the dockers' delegates to remain in London and meet again to-morrow. The delegates, who were about to return to their districts, agreed to remain, but they telegraphically confirmed the orders to cease work at noon on Saturday.

## ANOTHER LABOUR DISPUTE.

### BIG COTTON LOCKOUT THREATENED.

London, February 15. A dispute has arisen in the cotton room of the Thornham Spinning Company's mill near Oldham, where three hundred operatives are employed. The point at issue is of the first importance, and may lead to a lockout involving all the mills within the Federation, and one hundred and fifty thousand operatives. The employers have convened a meeting of the whole trade for February 26th.

## CONTROVERSY AT LUXOR.

Luxor, February 15. Mr. Howard Carter, presenting himself at Tutankhamen's tomb this morning, was refused admission by the Chief of Police, who showed him a written order by the Government to keep out.

## SEPARATISTS SAVED FROM THE MOB.

Paris, February 15. Prompt action by French gendarmes in Frankenthal in dispersing crowds besieging Separatists in the sub-prefecture, prevented a repetition of the events at Pirmasens and Kaiserlautern.

(Other Telegrams on Page 2.)

## GOLF CLUB.

### RESOLUTIONS CONFIRMED.

Mr. J. B. Ross, president, last evening at an extraordinary general meeting of the Royal Hongkong Golf Club, at which the resolutions passed at the meeting of January 28th, were confirmed. These resolutions increase the membership fee from \$30 to \$50 and also give power for the sus-

pension of members for a period not exceeding six months, provided such suspension is approved by at least two-thirds of the members of the Committee. The resolutions also give powers for expulsion of members in certain circumstances, provided an extraordinary meeting of members approved such expulsion. The Chairman mentioned that the interport golfers were leaving for Manila on the following day, and he wished them all success.

## HONGKONG RACING.

### Romance of Nearly 80 Years.

### ASCENDANCY OF THE CHINA PONY.

### Sir Paul Chater's Remarkable Record.

(“Hongkong Telegraph” Special.)

Perhaps there are not very many people in Hongkong who realise that the Race Meeting to be held at Happy Valley during the coming week is the 79th successive annual meeting to be held at that venue. We of this generation are apt to take very many things for granted without ever troubling ourselves about origins, but there is a great amount of interest in the story of how Hongkong's Race Week, as we know it to-day, has come down to us through the eighty odd years of the British occupation of Hongkong. How many of the newer generation of Hongkong residents know that there was a time when thoroughbred horses were imported from England to compete for the Blue Ribbons of the Hongkong Turf or how it was that Wai-lers, Manila ponies and Arabs—all of which have raced here at one time or another—were gradually but surely displaced by the sturdy little China ponies which we see so pluckily struggling against each other to-day? In the hope that that story will be read with interest, the writer appends a brief history of racing in Hongkong, freely acknowledging that in the main, the facts have been culled from a little brochure published in 1904 by the late Sir Henry May, the memory of whom, as Governor of Hongkong, is so widely respected.

### EARLY DAYS.

There are but fragmentary records so far as the very earliest days of the Colony are concerned. It is certain, however, that in 1842—one year after the British occupation—races were held in Macao, for which purpose a general pilgrimage took place in the latter half of the month of February. Races were held there during the following two years, but it seems fairly certain that in 1845, during which year the filling in of Happy Valley was completed, the yagme of the races changed to Hongkong, where it has remained ever since. There are no existing records of the races held in 1845 and 1846, but the fact that 1845 saw the commencement of racing here may be assumed from the description in a local paper of the time that the meeting of 1850 was the ninth annual one. The first existing records deal with the year 1847, and among the races run were the Wongneichong and Valley Stakes, two of the races which even to-day still figure in the race programme. It is worthy of note that a remarkable little Manila pony, called Tetty, won both these races in 1847 and that he won the Valley Stakes four years in succession, although carrying a cumulative penalty of 7 lb. for each win. His height was 13.1.2 hands. It is probable that Wai-lers, Arabs and Manila ponies competed in the very earliest years, because in 1849, for which records are complete, there is distinct mention of races for all these classes. There was the Plenipotentiary's Cup (the descendant of which is the Governor's Cup of to-day), there was a Canton Cup and, perhaps more important still, there was the Ladies' Purse, a race which ever since has produced the greatest rivalry among riders.

### THOROUGH-BREDS FROM HOME.

Coming down through the years one notes that there were in 1850 quite a number of private matches in addition to the Race

Meeting. Although for the first year the races were held in December, and once (1849) in January, the month of February has consistently been that in which the races have been held. One comes across the name of Jardine quite a lot in these early days, and it can be said that the “Princely Hong” has been connected with the sport ever since its inception here. In 1851 there were races for horses, and something of a sensation was caused by the Consolation Race being won by a Sydney horse that was taken out of a buggy and allowed to run to make a race, there being only two other starters. In 1852 there is mention of English stud-bred horses. There is nothing exceptional to record until the year 1856 and this was a memorable meeting inasmuch as it was the first at which there were races reserved for China ponies only. These races were known as the Celestial Stakes and the China Stakes. The grand prize at that meeting was the “Home Cup”—a splendid gold Claret Vase of English manufacture presented by Mr. John Dent for horses. In 1858 one finds that a Japanese bred pony won the Wongneichong Stakes, and there is reference in the local press of the time to the fact that four of the big races were carried off by horses sent down from Shanghai. Even to those days, Shanghai had to be reckoned with.

### ASCENDANCY OF THE CHINA PONY.

In 1859 one finds the China pony coming into its own, for ponies of that breed won the Wongneichong Stakes, the Valley Stakes and other races. Coming to the 60's, we are struck by the immense increase in the value of many of the cups. The Fochow Cup was valued at 300 guineas, the Canton Cup at 150 guineas, whilst others were of proportionate value. The races were still participated in by horses from England, Arabs, Wai-lers, Manila ponies and China ponies, the latter gradually coming more into favour as their qualities became better known. In 1864 we find mention of horses that had won big races in England and that was undoubtedly by reason of the heavy expenses entailed that the cups were made of attractive value. In 1866 the Challenge Cup was of no less a value than 500 guineas at which figure it stood for several years. In 1867 the Lusitano Cup was first raced, for it was in the year 1868 that the first great falling off in the entries of horses took place and from that time onwards we find that more attention was being paid to the China pony to the gradual exclusion of other mounts. In 1870, the Champion Stakes was run for the first time, whilst 1873 saw the first Hongkong Derby. In 1873 there was only one race for horses, and it is interesting to record that the term “Griffin,” as applying to an un-raced pony, was used for the first time in 1872. It was in 1887 that all the races became confined to China ponies, and these have been exclusively raced here ever since, with the exception of a short period following the Boxer Rebellion. In 1900 it was found impossible, owing to the troubled state of the North, to get ponies down, and whalers were again introduced from Australia. The whalers thus brought up were raced for one or two years, but so soon as China ponies again

## “TEASERS.”

### OUR NEW FEATURE.

Commencing with our issue of next Monday, a daily feature will be introduced in place of the Puzzle-a-Day series.

This new feature goes by the title of Teasers, and we feel sure our readers will appreciate the interesting mental relaxation provided by the series. It is illustrated, and carefully explained, and comprises tests which a number of persons can attempt in competition with one another.

### TO-DAY.

Closing Exchange 2s. 4. 3/16.  
Lighting Up-Time 6.30 p.m.

became procurable, the races were confined to them. It can be said that for over 20 years the China pony has held the field entirely, and long may it continue to do so.

### GENTLEMEN RIDERS.

It is a fact of which Hongkong ought to be very proud that ever since the first meeting in 1845 the riders of horses and ponies have all been amateurs. At no time have professional jockeys been permitted to ride. To this circumstance, and to the thoroughly sporting spirit in which racing has been conducted, is no doubt due the fact that only once in the history of racing in Hongkong—extending as it does over a period of nearly 80 years—has a charge for dishonest riding been made against a rider at our meetings. In 1883 a certain rider was reported for pulling his pony, and this is the only instance to be found in which a rider tried other than to win. There may have been many disqualifications for unintentional fouling, but fouls are inevitable and cannot come into the category of corrupt practices. Never once has a rider been suspended. It would be possible to say much about notable riders both of the past and the present day, but space does not permit. One fact does stand out very prominently, and that is that racing here owes a great debt to all those who own, train or ride, for the sport is clean to the core and entirely devoid of any objectionable background.

### A REMARKABLE RECORD.

This short review of racing could not be closed without reference to the “G.O.M.” of Hongkong's Turf—Sir Paul Chater. Since 1865, which was the first Hongkong race meeting he attended, Sir Paul has not missed a single meeting and thus the meeting of 1924 will be the 59th, consecutive one that he has witnessed. He first began racing in 1874 (50 years ago) and continued until 1884, retiring in that year in favour of his partner, the late Sir Hormusji Modji. Starting to race again in 1912, Sir Paul has raced ever since and, so far, for 24 years has been an owner. During the time he was not racing he acted as Judge, has been a Steward for thirty-five years, and has been the Chairman of the Jockey Club for very many years past. Surely this is a personal record of which Sir Paul can be justifiably proud. To Sir Paul also belongs the credit of achieving the most remarkable success of any one stable in the records of the Hongkong Turf. This was in 1884, when he won fifteen races with ten different ponies out of a string of thirteen, which he had running. It was on these laurels that Sir Paul retired for a while. It will be remembered that last year Sir Paul also won fifteen races, and he tried hard to beat his previous record. As a matter of fact he actually did win sixteen races, but the Stewards disqualified one on a foul, and so that record of fifteen still stands, and is likely to do so for very many years.



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## EARLIER TELEGRAMS.

## INTERNATIONAL RECONSTRUCTION.

Paris, Feb. 15.

Interviewed by M. Sauerwein, the correspondent of the *Matin* in  
London, Mr. Ramsay MacDonald emphasised that he had not committed  
himself with regard to international reconstruction. Any conference  
must be an end, not a beginning to the chapter, and it stood no  
chance unless preliminary examinations completely clarified the  
problems.He desired to be frank and honest in exchanges of views with  
France through Ambassadors, and, if necessary, by personal  
correspondence.Differences of opinion did not matter provided they were without  
ulterior motive, and honestly intended to discuss ideas, and not attack  
individuals. He would use neither strategy nor complicated formulae  
in diplomacy, but proceed in straightforward fashion, with a sole  
desire to alleviate Europe's sufferings by settling the few essential  
problems in agreement with France. He was strongly idealistic,  
and believed in the possibility of human progress, though he regretfully  
admitted that warlike elements were gaining ground in Germany.His opinion was that we had not used the best means to support  
the moral elite of Germany, who were to-day almost decimated  
by misery. The good elements of Germany must be strengthened  
and the Imperialistic, bellicose ideas of the Junkers must be eradicated.  
France and Britain should co-operate morally, economically, and  
politically, in order to eradicate everything bad in Europe.  
He concluded, "Let us work with confidence."—*Reuter*.

## BANQUE DE L'INDO-CHINE.

Paris, Feb. 15.

M. Sarraut, in a speech in the Foreign Affairs Committee Chamber,  
referred to the renewal of the privilege of the Banque de l'Indo-Chine,  
and dealt with the whole question of France's policy in the Far East,  
from the viewpoint of the important position now held in Indo-China,  
and also French interests in China. He outlined an economic pro-  
gramme aiming at accelerating the development of French Colonies.The Committee adopted the conclusions contained in M. Guernier's  
report on the question of the privilege of the Banque de l'Indo-Chine.  
The report pointed out that the Committee had only to consider  
the privilege of issue granted to the bank in relation to its activity  
outside French territory, and particularly in China.M. Guernier proposed a renewal of the present arrangements,  
with a reservation that the Foreign Ministry should permanently  
exercise a surveillance upon the operations of the Chinese consortium,  
and submit to Parliament an annual report upon the matter.—*Reuter*.

## DOCKERS' CONFERENCE.

London, Feb. 15.

Mr. Tillett announced to-day that the postponement of the Dockers  
Conference meant that a strike on Saturday is inevitable unless the  
2- daily increase is granted to-night.—*Reuter*.SHANGHAI RATEPAY-  
ERS' ASSOCIATION.

## MEMBERSHIP DECREASING.

(Our Own Correspondent.)  
Shanghai, Feb. 15.  
The Shanghai Ratepayers' Asso-  
ciation annual meeting was adjourned  
for a month. In order to en-  
courage to recruit sufficient members  
to carry on it was voted to reduce  
the membership fee. The proposal  
was considered to refer to the old  
name, the Shanghai City League.

## \$150,000 AWARD.

NOVEL DEFENCE IN  
SHANGHAI BANK CASE.(Our Own Correspondent.)  
Shanghai, Feb. 15.  
Judge Lobenzler, in the American  
Court, awarded the Russo-Asiatic  
Bank \$150,000 gold against Max  
Wulfsch and Co. The suit was  
over five exchange contracts for the  
purchase of gold with roubles.  
Defendant attacked the bank's  
authority to sue as a corporation,  
claiming the Soviet had nationalized  
all banks, but Judge Lobenzler held  
that plaintiff dealt with it as a  
corporation, and its status was  
therefore unchanged.A DISTINGUISHED  
PASSENGER.MR. LOOMIS ON THE  
PRESIDENT CLEVELAND.(Our Own Correspondent.)  
Shanghai, Feb. 15.  
Mr. Francis B. Loomis, former  
Secretary of State in U.S.A., is a  
passenger aboard the President  
Cleveland en route to Manila on a  
journey round the world.SHANGHAI WAR  
MEMORIAL.

## DEDICATION CEREMONY.

(Our Own Correspondent.)  
Shanghai, Feb. 15.  
The dedication services of the  
Shanghai War Memorial are to be  
held to-morrow.

## NEWSPAPER OFFICES.

SHANGHAI'S NEW  
BUILDING.(Our Own Correspondent.)  
Shanghai, Feb. 15.  
The *Nan Chiao Daily News* new  
building was formally dedicated  
to-day. Sir Ronald Macleay was at  
the reception at noon.

## DANENBERG PUPILS.

10TH ANNUAL PIANOFORTE  
RECITAL.The pupils of Professor E.  
Danenberg will give their 10th  
annual pianoforte recital on Mon-  
day, 18th February, at St. Andrew's  
Hall, City Hall, at 5.30 p.m. A  
diversified programme of 16 items  
is offered as follows:1.—Variations on "Theme" of  
Beethoven (for 2 Pianos). (Miss  
Suebs).—Mrs. A. W. de Ruyt (nee  
Elfrida Osmund) and Prof. Danen-  
berg.  
2.—Op. 10, No. 1, Chopin (for 2  
Pianos). (Miss Marie de Senna  
Fernandes).  
3.—Nocturne in A-Flat (for 2  
Pianos). (Miss Marie de Senna  
Fernandes).  
4.—Handel's "Lullaby" (Percy  
Grainger).—Miss Edith du Rocher.  
5.—Etude de Concert (Ber-  
lioz).—Miss Lilian Chenailley.  
6.—Song, "The Hobby  
Horse" (Leo Lavenex).—Miss Clara  
Wong.

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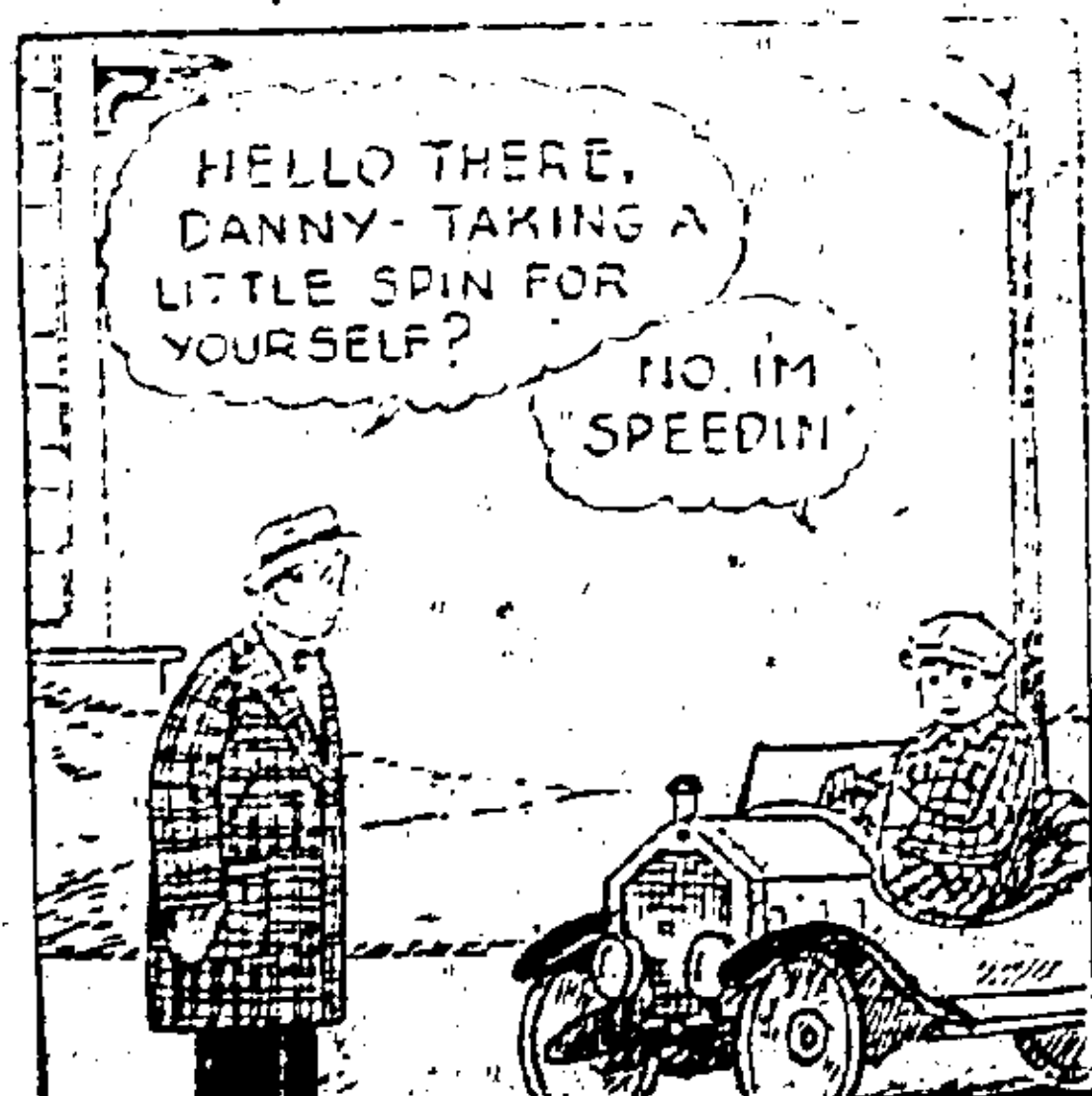
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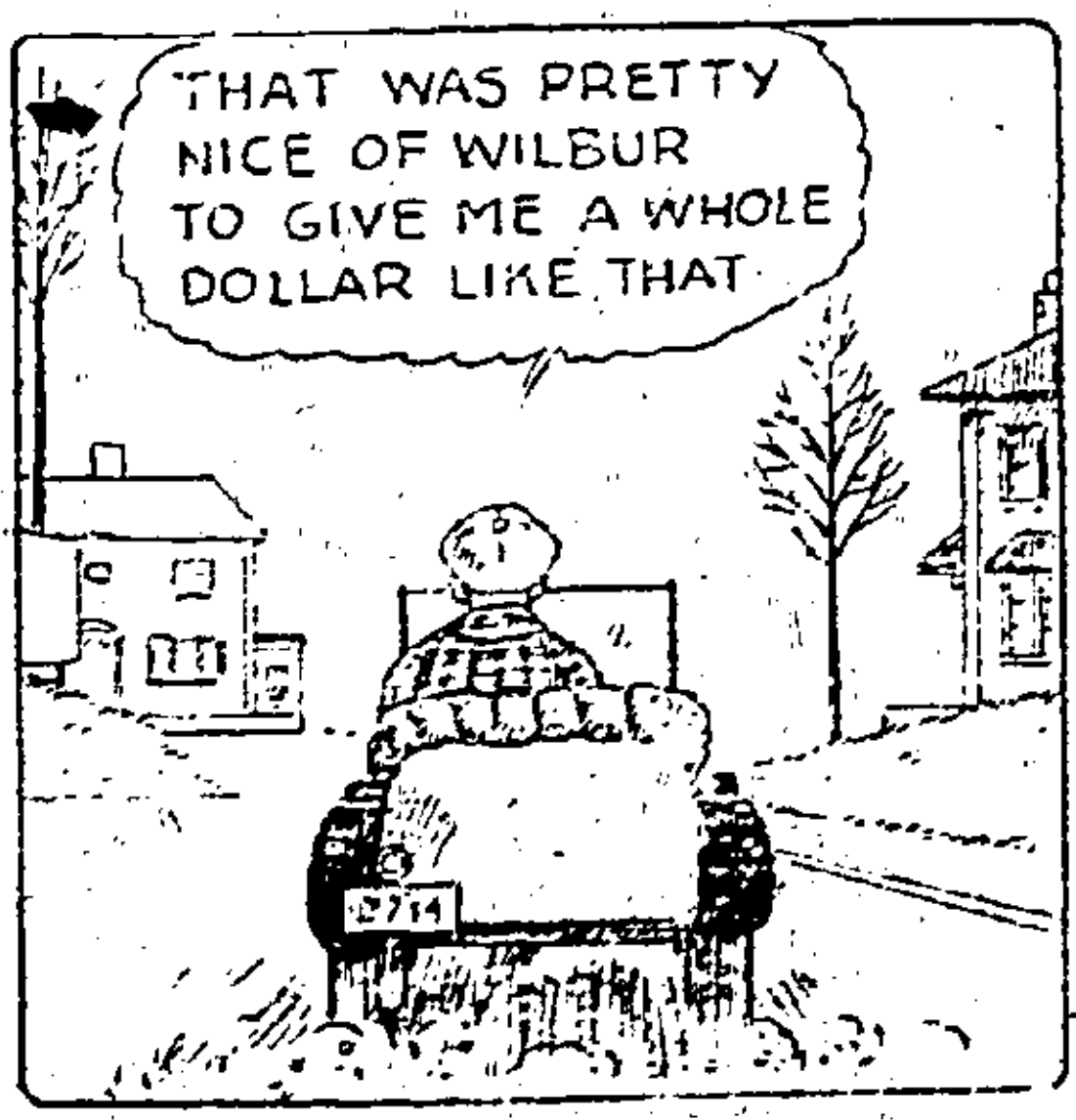
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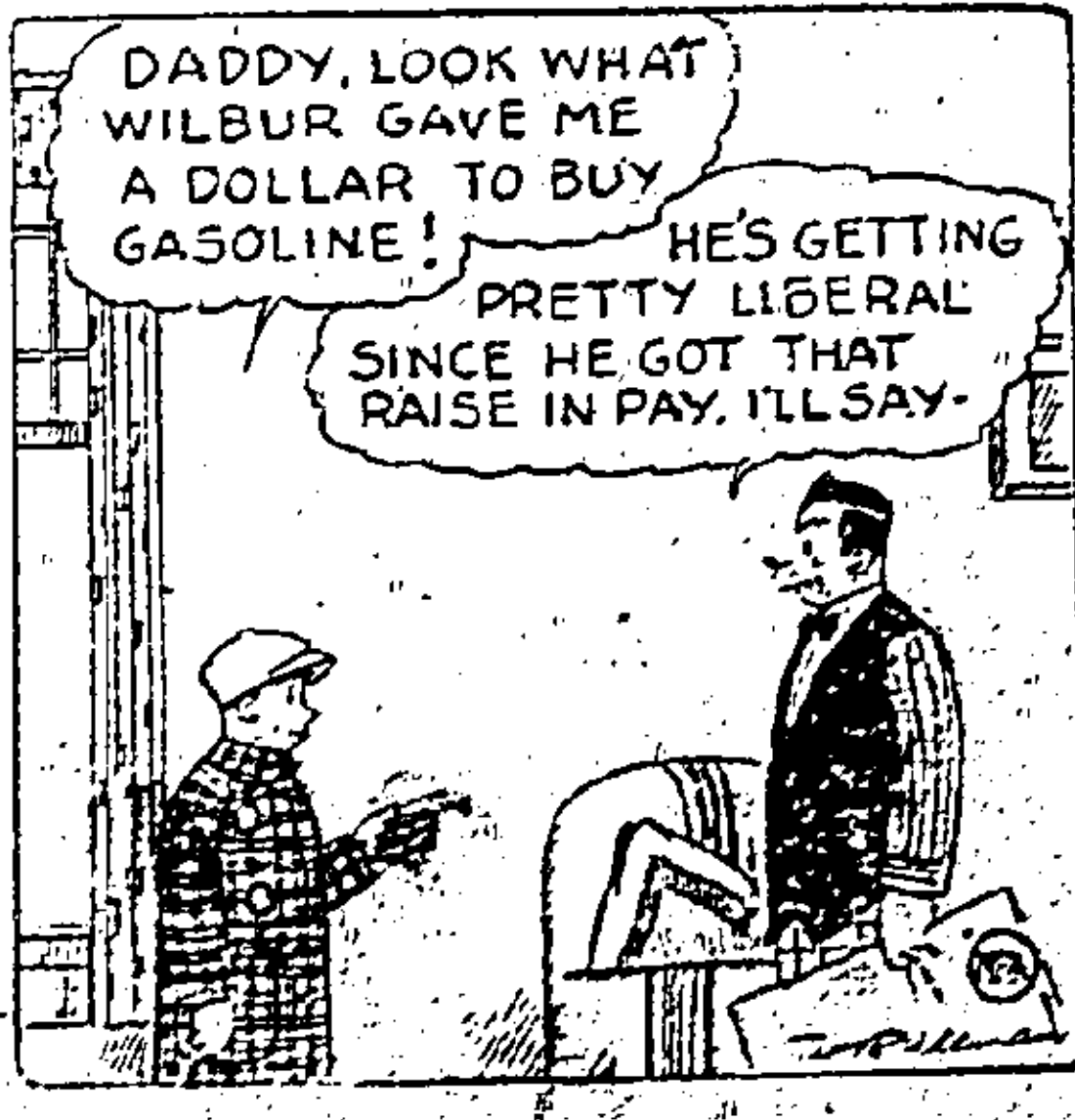
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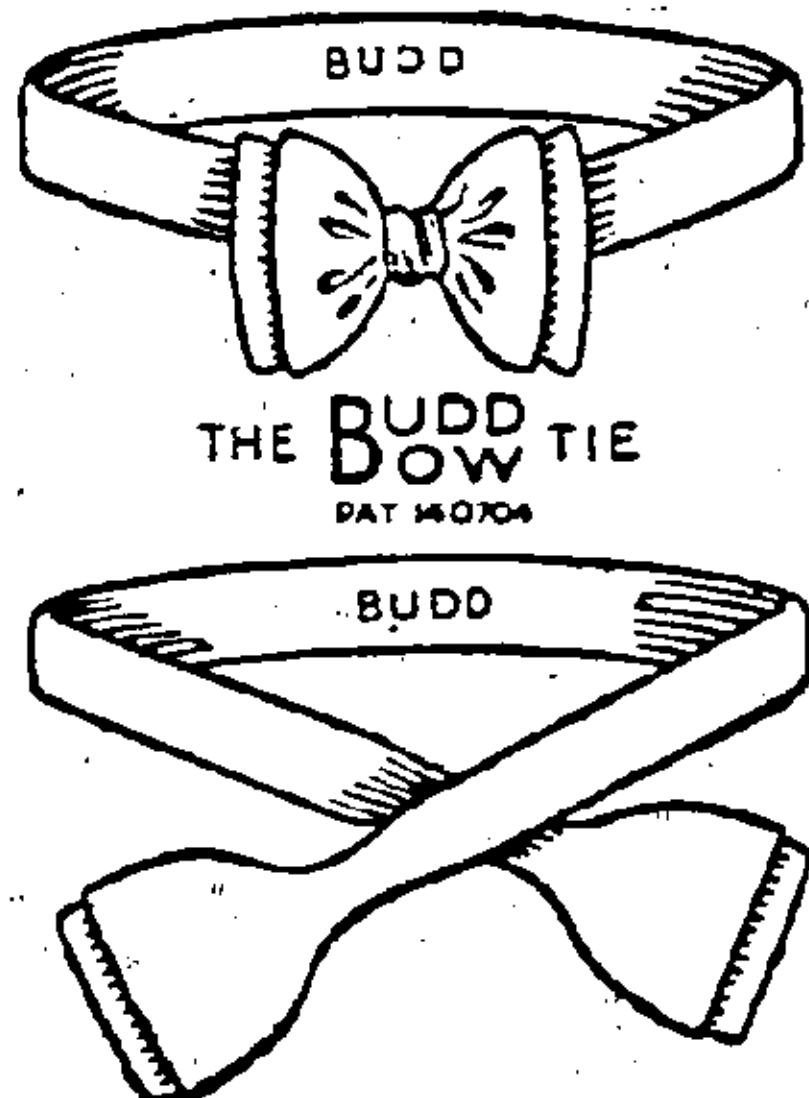


## STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32.  
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1279.  
HONGKONG DEPOT, 63, Praya East, KOWLOON  
DEPOT, 19 Canton Road, CANTON, 19, Sharki  
KOWLOON HOTEL DEPOT.  
Central, East. Write or Phone for price list.

WHITEAWAY LAIDLAW & CO., LTD.  
GENTS OUTFITTERS.

SMART FELT HATS. ALL STYLES  
GLOVES TIES HANDKERCHIEFS ETC.  
INSPECT OUR STOCK.



THE "BUDD" BOW TIE  
FOR DAY OR EVENING WEAR  
NEW SELECTION.

WHITEAWAY LAIDLAW & CO., LTD.  
HONGKONG.

## "SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Asthenopia is dependent on the hypermetropic structure of the eye. The only remedy is to prescribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL Co., Ltd.

GRADUATE OPTICIANS.  
80, Queen's Road Central.



## THE NEW CAPSULE.

European doctors know the value of Blenosan Capsule, and have prescribed them continually to their patients for a great number of years.

## BLENOSAN CAPSULES

Benzal Oil & Kava Kava  
provide immediate relief from pain and swelling, and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a modern laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dunsenbury, A. S. Watson & Co., Ask or Ferber's Blenosan Capsules and reliable substitutes.

SOLE AGENTS, ROBERT FERBER LTD.  
Averyn Rd., London E.C. 11.

## NOTICE

## P. &amp; O. S. S. Co.

STEAMERS FOR  
Straits, Colombo, Australia  
Bombay, Egypt,  
Mediterranean Ports and  
London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "SUDAN" Capt. E. J. THORNTON, carrying His Majesty's Mails will be despatched from this port on or about WEDNESDAY, 20th February, 1924, at noon taking Passengers & cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until Noon the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, Feb. 15th, 1924.

## CONSIGNEES.

## OSAKA SHOSHEN KAISHA.

From NEW YORK, BALTIMORE, SAN FRANCISCO, KOBE & MOJI.

The Company's Steamship "ALASKA MARU" having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 20th Feb., 1924 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors. Messrs. GODDARD and DOUGLAS, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSHEN KAISHA.

K. SHIMA,

Manager.

Hongkong, Feb. 15th, 1924.

## NOTICE TO CONSIGNEES.

## SERVICES CONTRACTUELS

des MESSAGERIES MARI

TIMES.

## S.S. "YALOU"

Consignees of Cargo from Dunkirk, Antwerp, Middelburg, Manchester & London also cargo ex S.S. "COMMAN-DANT DORIES" from Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst. or they will not be recognized.

All damaged packages will be examined on Thursday the 14th instant, at 10 a.m. by Messrs. GODDARD & DOUGLAS.

No fire insurance has been effected.

R. RODENFUSER,

Acting Agent.

Hongkong, 8th, Feb. 1924.

## RADIO-MAGNAVOX

Land Speakers and Amplifiers  
Batteries, Insulators,  
Crystals, Aerial Wires,  
and all other parts.

DE SOUSA & CO., LTD.,

St. George's Bldg, 2nd Floor,

Tel. No. Central 1264.

## NOTICE

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd February, 1924, at 11.30 a.m. for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February, to Saturday, 23rd February, 1924 (both days inclusive), during which period no transfer of shares can be registered.

AND NOTICE is hereby given that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution viz.

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000, and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:

(a) So that the whole of the increase (namely \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation.

By Order of the Court of Directors,  
A. G. STEPHEN,  
Chief Manager.

ENGLISH  
DANCE RECORDS

- |      |                           |       |          |
|------|---------------------------|-------|----------|
| 3117 | Pickins                   | ..... | Fox-Trot |
|      | Crazy Co                  | ..... |          |
| 3302 | Sweet One                 | ..... |          |
|      | Who's Sorry Now           | ..... |          |
| 3301 | Some Little Someone       | ..... |          |
|      | Sleepy Hills of Tennessee | ..... |          |
| 3299 | Swinging Down the Lane    | ..... |          |
|      | The World is Waiting      | ..... |          |
| 3296 | Twilight on the Nile      | ..... |          |
|      | A Japanese Sun Set        | ..... |          |
| 3292 | When Hearts are Young     | ..... |          |
|      | I still can Dream         | ..... |          |
| 3291 | Have you Forgotten me     | ..... |          |
|      | La Venetian Moon          | ..... |          |
| 3290 | Lonesome Blue Baby        | ..... |          |
|      | When your Castles Tumble  | ..... |          |
| 3289 | Sho                       | ..... |          |
|      | I'll Build a Stairway     | ..... |          |
| 3286 | Dearest                   | ..... |          |
|      | When will I Know          | ..... |          |

AT

ANDERSON'S



## You, Too, Can Have Lovely Hair.

THE latest Improved Method of Permanent Hair Waving makes the Straightest Hair naturally curly, soft, wavy and lasts from six months to a year. Any effect desired from a tight curl to a beautiful loose wave. A Perfect Marcel can be produced by this Wonderful New Method. The actual waving of the hair requires but seven (7) minutes.

NO PADS OR TUBES. NO DISCOMFORT.  
NO PULLING. A SOOTHING TREATMENT.

WATER, DAMPNESS AND PERSPIRATION  
MAKE THIS WAVED HAIR ALL THE MORE CURLY.

Commencing Monday, February 18th,  
ONE WEEK ONLY!

Personal Interview and Demonstration will be given by  
NEW YORK HAIR-WAVING SPECIALIST  
in the Ladies' Hairdressing Parlour.

1st FLOOR HONGKONG HOTEL 1st FLOOR

Distinctive Apparel  
To Suit Every Need

is always obtainable at Hawthorne and Pearson's where GUARANTEED MATERIALS and FLAWLESS WORKMANSHIP await you in your personal equipment—distinguished by remarkable value.

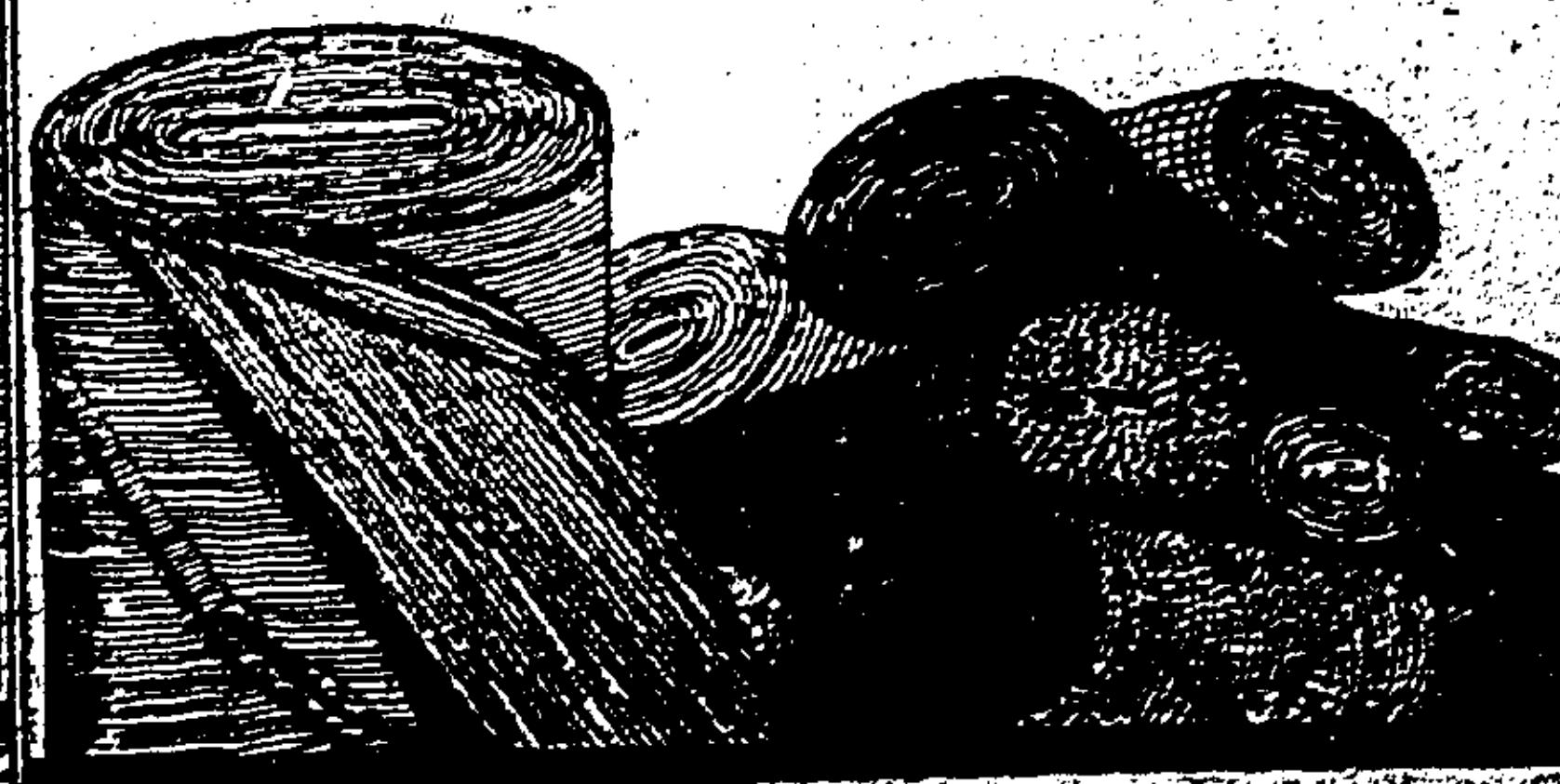
CORRECT TAILORING FOR FORMAL AND INFORMAL WEAR.

HAWTHORNE & PEARSON

(Next Cafe Wiseman)

Telephone 2313.

P. O. Box 530.





## NEW ADVERTISEMENTS.

PREPAID  
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }  
{ \$1.50 if not prepaid }

State if Box No. is required

## WANTED.

**MATCHED.**—Wanted to rent small match at Repulse Bay for the forthcoming season. Apply stating terms and particulars to Box No. 1066 c/o Hongkong Telegraph.

**WANTED.**—In the vicinity of Happy Valley or H.K. Lower Level, 2 furnished rooms with kitchen attached or double furnished room with board for married couple (British).

## TO BE LET.

**TO LET FOR 6 MONTHS.**—Peak residence—233 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

**TO LET.**—No. 2 Queen's Road Central, the premises at present occupied by the "Pharmacy." Apply to China & Japan Telephone & Electric Co., Ltd.

## ROYAL HONGKONG GOLF CLUB.

## NOTICE.

## LADIES SECTION.

## CUP PRESENTED BY COL. HILL.

**QUALIFYING** round to be played on Monday 25th February, 1924, in Holes Medal play under handicap over Relief Course, Par 18. First eight to qualify and play off by Match Play. In the event of a tie for the place, the lowest handicap player to qualify.

Full handicap allowed.  
R. D. MITCHELL,  
Hon. Secretary.

## NOTICE.

**WE** have suffered heavy losses during the Great war, during the Influenza Epidemic, and small losses in the Japan Earthquake.

**WE** have paid those losses promptly and to-day are stronger than ever and in a position to offer unqualified protection to our members.

Our dividends also have increased.

Ask for our prospectus.

**THE SUN LIFE ASSURANCE CO. OF CANADA.**  
15, Queen's Road Central, Hongkong.  
F. M. Weller,  
Manager.

Other notices appear on page 3 & 11.

## Dr. H. GORDON THOMPSON

will give an account of his recent  
**JOURNEY ALONG THE BORDERS OF TIBET**  
in ST. ANDREW'S CHURCH HALL, KOWLOON

on  
**TUESDAY** February, 19th, at 6.15 p.m.

**HON. SIR CLAUD SEVERN C.M.G. LL.D.**  
WILL PRESIDE

**ADMISSION FREE**

## E. HING &amp; CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS &  
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. 25, WING WOO ST.  
Central.

## HONGKONG HARDWARE CO.

"TAI LEE CHAN."

—ESTD. 1884—

METAL GOODS and HARDWARE.

Tel. No. 11993.

119 Jervois Street.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

**MEMBERS** have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before Tuesday the 19th February. Price \$10.—per day or \$30.—for the Meeting.

LINSTAD & DAVIS,  
Treasurers.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

**TICKETS** of admission to the Public Enclosure may be obtained from Messrs. Kelly & Walsh or at the Gate. Price—\$3.—per day.

Soldiers and Sailors in uniform \$1.—per day.

No one admitted without a Ticket to be shown to the Ticket-Inspector at the Gate.

LINSTAD & DAVIS,  
Treasurers.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

**PASSES** for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These tickets are only available for Servants while in attendance on their employers or when on duty at the various stands. Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders thereof will be removed from the Enclosure.

C. B. BROWN,  
Secretary.

## HONGKONG JOCKEY CLUB.

**THE** Stewards request the pleasure of the presence of the Ladies at the Races.

## Cafe Wiseman

## ARE SUPPLYING

## TIFFINS and TEAS.

## at the

## JOCKEY CLUB STAND

## for Members

## and at No. 11 Stand

## for Non-Members

## during the Race Meeting

## TABLES MAY BE BOOKED

## (LANE, CRAWFORD LTD).

## RACE HOLIDAYS.

**THE** Exchange Banks will open for the transaction of Public Business at 9.30 a.m. on Wednesday, Thursday & Friday, the 20th, 21st, and 22nd, instant, and close at 12 Noon.

Hongkong, 16th, February, 1924.

HONGKONG'S  
RADIO  
ADVANTAGE!

The people of Hongkong have secured a great advantage in the science of Radio through having waited for the scientists of other countries to go through the experimental stage and develop the art to its present day perfection.

The Radio Communication Co. (Oriental) Ltd., combining a thorough knowledge of local climatic conditions with the most improved apparatus developed abroad, has evolved the perfect receiver for home and office in its.

## R.C.-4

4-tube receiving set, which utilizes dry-cell tubes throughout, and which from average stations we guarantee to operate a loud-speaker at distances up to 1000 miles.

It comes to you complete, and its installed for you in working order, with every accessory, including the famous PATHE loud-speaker, for \$350.00, Hongkong currency.

## RADIO COMMUNICATION CO.

## (ORIENT) LIMITED.

3rd Floor,

Alexandra Buildings.

Central 766 Kowloon 608.

Telegrams: "Broadcast" Hongkong.

## THEATRE ROYAL

## HONGKONG

Commencing FRIDAY, February,

22nd, at 9.15 p.m.

R. B. Salisbury

in conjunction with

Theatrical Enterprises

presents

R. B. Salisbury's Co.

## THE QUANTS

direct from London in the following

Friday, Feb. 22nd, & Saturday, Feb. 23rd

at 9.15 p.m.

First Edition of

"THE NINE O'CLOCK REVUE"

The Original production with the

Original costumes and scenery complete

from the Little Theatre, London.

Monday, Feb. 25th, & Tuesday, Feb. 26th

at 9.15 p.m.

"THE BEGGAR'S OPERA"

John Gray's famous satire, at his

broken all records in London at the Lyric

Theatre Hammersmith. Presented in

its entirety.

Wed. Feb. 27th, at 9.15 p.m.

THE QUANTS

in

"Wanted A Smile"

A trip to Joyland in a typical

Quant show.

Thurs. Feb. 28th, at 9.15 p.m.

"POLLY"

from the Chances Theatre, London. The

Sequel to "The Beggar's Opera"

Friday, & Saturday, Feb. 29th, & March

1st, at 9.15 p.m.

LAST TWO EVENING PERFORMANCES

Second Edition of

"THE NINE O'CLOCK REVUES"

from the Little Theatre, London. New

Songs, New Dances, New Burlesques

SPECIAL MATINEE

Saturday March 1st, at 4.30 p.m.

"THE BEGGAR'S OPERA"

Book at Moutries

PRICES \$1, \$2, \$1.

FRIDAY, February 15th.

G. R.

HONGKONG TECHNICAL

INSTITUTE.

THE INSTITUTE WILL BE

OPEN on MONDAY, Feb.

18th, students will be enrolled at

the Education Department only,

and should apply at once for

entry forms.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

**MEMBERS** Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings. Members are notified that they cannot gain admission on production of the metal Badges issued last year.

C. B. BROWN,  
Secretary.

## THE HONGKONG ROPE

## MANUFACTURING CO., LTD.

## THE FORTIETH ORDIN.

## ANNUAL MEETING OF

## SHAREHOLDERS in the above

## Company will be held at St.

## George's Building, Chater Road,

## Victoria, on THURSDAY, the

## 28th, February 1924, at 11 o'clock

## a.m. for the purpose of receiving

## a statement of accounts and the

## report of the General Managers

## for the year ending 31st. Decem-

## ber, 1923, and electing a Con-

## sulting Committee and Auditors.

## The Transfer Books of the

## Company will be closed from

## Thursday the 21st, February

## 1924 until Thursday 28th,

## February 1924, both days

## inclusive.

## SHEWAN TOMES &amp; CO

## General Managers

## Hongkong, 9th, February 1924.

## C. B. WARREN &amp; CO., LTD

## Sanitary Engineers,

## Monumentalists, etc.

## Offices &amp; Godowns.

## 92A, Wanchai Road,

## Hongkong.

## Tel. No. 269

## All kinds of Builders Requisites in Stock.

## Soil &amp; Vent Pipes, Rainwater Pipes.

## Floor &amp; Wall Tiles, Baths, Basins, bath

## Room Fittings, Water Heaters for Gas

## Oil or Coal Fuel. Also a few Chip

## Heaters.

## Open &amp; Closed Grates-Cooking Ranges.

## ESTIMATES FREE FOR ALL SANITARY

## INSTALLATIONS—HOT WATER

## SYSTEMS, &amp;c.

## General Repairs Promptly Attended to

## Specialists in Monumental Work-Cut in

## Italian Marble or Hongkong Granite.

## Just Received a Shipment of, Italian

## Marble Floor Tiles—Prices on Application.

## A Large stock of Artificial Wreaths in

## all Sizes.

## FORTHCOMING AUCTION SALES.

## Lammert Bros.

## PUBLIC AUCTION.

## By Order of the Mortgagees.

## PARTICULARS OF SALE

## of

## Valuable Leasehold Property,

## Situate at Victoria in the Colony

## of Hongkong and Known as

## No. 3 Calder Path

## to be Sold by

## PUBLIC AUCTION

## on

## MONDAY,

## the 3rd day of March 1924

## at 3 o'clock p.m.

## by

## Messrs. LAMMERT BROS.,

## Auctioneers,

## at their Sales Room, Duddell

## Street.

## PARTICULARS.

The Property is situate upon

Inland Lot 1937.

The Premises cover an area of

9,810 Square feet or thereabouts

and are held for a term of 75

years from the 9th day of

December 1912 together with a

right of renewal.

The Crown Rent payable in

respect of the premises is \$68.00

per annum.

For further Particulars and

Conditions of Sale apply to

Messrs. JOHNSON,

STOKES & MASTER,

Solicitors,

Prince's Building,

Ice House Street,

or to

Messrs. LAMMERT BROS.,

Auctioneers,

Duddell Street.

## THE HONGKONG ELECTRIC

## CO., LTD.

## NOTICE is hereby given that

## the Thirty-fifth Ordinary

## General Meeting will be held at

## the Company's Offices, St. George

## Building, on Monday, 3rd March

## 1924, at 11 a.m. for the purpose

## of presenting the Report of the

## Directors together with a State-

## ment of Accounts to 31st

## December 1923, and electing

## Directors and Auditor.

## The Transfer Books of the

## Company will be closed from

## 23rd February to 3rd March 1924,

## both days inclusive.

## By order of the Board of

## Directors.

GIBB, LIVINGSTON

& CO. LTD.

Agents.

Hongkong, 13th, Feb. 1924.

## Lammert Bros.

## PUBLIC AUCTION

## By Order of the Mortgagees

## Particulars of Sale of

## Valuable Leasehold Property

## Situate at Victoria in the

## Colony of Hongkong

## And Known as

## No. 18 Ice House Street &amp; No. 6

## Duddell Street

## To be Sold by

## PUBLIC AUCTION

## on MONDAY, the 18th day of

## February 1924

## at 3 o'clock p.m.

## By

## Messrs. LAMMERT

## BROTHERS,

## AUCTIONEERS.

## At their Salesroom in Duddell

## Street.

## PARTICULARS

The property is situate upon

SECTION D OF INLAND LOT

No. 339. There is a frontage of

91 feet 2 inches on Duddell Street.

The premises cover an area of

5500 square feet or thereabouts



**FLETCHER'S**  
COUGH LINCTUS  
**THE IDEAL REMEDY**  
— FOR —  
COUGHS, COLDS, BRONCHITIS, ASTHMA, ETC.  
75 cents. Per Bottle.  
**PREPARED ONLY**  
— AT —  
**THE PHARMACY.**  
FLETCHER & CO., LTD.  
2, Queen's Road, Central, Hongkong. Tel. No. 345

**FOOK WENG & CO.**  
Astor House Buildings. Manufacturer of  
Swatow Drawn Work & Embroideries,  
Dealers in all kinds of Silk goods of the best quality.  
Mandarin Costumes, Antique China and Curios, Etc., Etc.  
**CHEAP SALE**  
The opportunity occupies 25 days only.  
15th. December, 1923 — to — 8th. January, 1924.

Tel. 654 **HOP CHEONG** 55, Queen's  
Ct. 654 Road, Central.  
**COMPLETE HOUSE FURNISHERS**

DEALERS IN  
**SWATOW DRAWN AND LACE WORK**  
EMBROIDERIES, OLD MANDARIN COATS,  
SILK, ETC., ETC.  
LARGE CONSIGNMENT JUST UNPACKED.  
INSPECTION CORDIALLY INVITED.

**MORISON PIANOS.**  
Specially built for this Climate,  
Cash or easy payments.

**TSANG FOOK PIANO CO.,**  
Telephone 2127. 94a, Waichai Road.

A permanent roofing at a price  
competitive with corrugated iron.  
**"ITALIT"**

The perfected red and grey corrugated  
cement-asbestos  
**ROOFING**

The Inspecting Engineer to the Crown  
Agents for the Colonies

has conducted an in-  
teresting and conclu-  
sive series of tests on  
**"ITALIT"**

and a copy of his report,  
together with full particu-  
lars of "ITALIT," will  
be forwarded post free on  
request.

Delivered or fixed in any quantity anywhere.  
Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—  
**SHEWAN TOMES & CO.**  
HONGKONG & CANTON SOLE AGENTS

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

**THE TAIKODOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.

— DRY DOCK —  
LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET  
DEPTH ON CENTRE OF  
SILL (H.W.O.S.T.) 34 FT. 6 INS.

— THREE SLIPWAYS —  
CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE AGENTS  
HONGKONG, CHINA, & JAPAN

TEL. ADDRESS: "TAIKODOCK" HONGKONG.  
TELEPHONE NO. 212.  
CALL FLAG: "C" OVER "AMS. PENNANT."

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES

### LONDON SERVICE

(Direct)  
"DEMODOCUS" 25th Feb. London, Rotterdam & Antwerp  
"ELPENOR" 10th Mar. London, Rotterdam & Hamburg  
"TEIRESIAS" 17th Mar. London, Rotterdam & Antwerp  
"RHEXENOR" 24th Mar. London, Rotterdam & Hamburg

### LIVERPOOL SERVICE

(Direct or via Continental Ports)  
"TALTHYBIUS" 20th Feb. Genoa, M'les, Liverpool & Glasgow  
"ANTIOCHUS" 1st Mar. M'les, Havre, Liverpool & Glasgow  
"BELLEROPHON" 20th Mar. Genoa, M'les, L'pool & Glasgow

### PACIFIC SERVICE

(via Kobe and Yokohama)  
"PROTESILAUS" 16th Feb. Victoria, Seattle & Vancouver  
"ACHILLES" 15th Mar. Victoria, Seattle & Vancouver

### NEW YORK SERVICE

(via Suez or Panama)  
"EURYBATES" 16th Feb. via Suez & Boston  
"IXION" 21st Feb. via Suez & Boston  
"KNIGHT TEMPLAR" 21st Mar. via Suez & Boston

### PASSENGER SERVICE

"TEIRESIAS" 17th Feb. for Shanghai.  
"TEIRESIAS" 17th Mar. for Singapore & London  
"SARPEDON" 21st Apr. for Singapore, Marseilles & London  
"PATROCLUS" 19th May. for Singapore, Marseilles & London  
"MENTOR" 16th June for Singapore & London

For Freight and Passage Rates and all information Apply to—  
**BUTTERFIELD & SWIRE**  
AGENTS

For Inexpensive  
and Charming  
**GOWNS**

And  
Practical Lessons in  
dressmaking, please  
call at

**LES ELEGANCES DE PARIS**

No. 8 Queen's Road, Central. 1st. Floor.  
Tel. No. C.386. Tel. No. C.386

The BEST Cameras in the WORLD are displayed in  
**OUR SHOW ROOM** 30-32 Des Vœux Rd. C.

**GOERZ** **GOERZ** **GOERZ**  
Cameras. Binoculars.

Telephone 3217. **HALL, LAW & Co.**

**YOU WILL SAVE MONEY**

if you buy from

**SHIU YUEN CHEUNG**

Everything we offer for sale is made,  
in our Canton factory, from the raw  
material into finished articles.

Old Post Office Building,  
Queen's Road Central

Telephone C. 225.  
HONGKONG

Scientific Methods  
Healthy Cows  
Absolute Purity

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Dairy Farm

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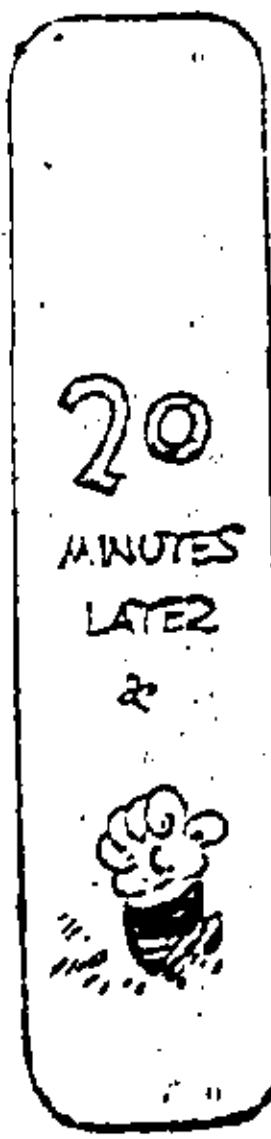
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The Telegraph.

HONGKONG, 16th Feb., 1924.

## SOMETHING CONCRETE.

It is common knowledge by now that the seafaring community in these waters have their own opinion of how the piracy evil should be tackled, and that their point of view is in sharp contrast to the system of "prevention" at present in operation. The important resolutions passed at Shanghai two days ago by the conference of British Chambers of Commerce are remarkable for their close agreement with the maritime fraternity's view of things, and coming as they did from the Hongkong Chamber we may presume that they were drawn up in conjunction with the spokesmen of those who go down to the sea in ships—and meet the pirates. Events seem to move in cycles here. First we had the cycle of piracy and present regulations proving ineffective; next there was the cycle of discussion and tentative suggestions; now perhaps we are at last about to experience the cycle of decision and action.

The main proposal is the one for vesting the whole matter of piracy prevention in the hands of the naval authorities. It is the most obvious procedure, so our minds. There is precedent, in Chinese waters, for this activity against pirates by the British Navy, even to the punitive measures suggested. If one goes further back to the early history of the East there is abundant material for a treatise on naval work against pirates. Even in the last century our men-of-war cleaned out many a haunt infested by Chinese and Malay sea-robbers, and the names of Keppel and Brooke will always be associated therewith. The East has become more civilised since, but even in the reign of King George the Fifth we happen to be faced with a menace that troubled the Victorian pioneers; so once again let the Navy tackle the job. There are references in the Chamber of Commerce proposals, however, which draw attention to reforms that the naval service appears to require. We understand, for instance, that certain patrol vessels have no wireless, and that on some of the smaller British warships there are periods when no radio operator

is on duty. If extra men are required, they should be obtained. The increased expenditure which will thus be involved, and which extensive patrolling will in any case require, should be provided for without cavil. It will be a form of insurance due to the taxpayer.

The question of punitive expeditions against pirate nests is considered in some quarters with much shaking of heads—it will be an "infringement of China's territorial integrity," and so forth. All that this matter requires to set it on the basis of strict propriety is the consent, and better still the co-operation, of the Chinese authorities themselves. This cannot reasonably be withheld at any time, for Chinese nationals are in the long run the biggest sufferers through piratical activities in these waters. Well, the whole subject has now become one for serious consideration by His Majesty's Government. There is even the suggestion by responsible men, who have closely examined the question, that it is a matter of international concern, to which the Powers can no longer remain apparently indifferent. Perhaps we shall shortly see these proposals coming into operation, and then certain clouds which are known to be gathering on the local horizon should be dispersed.

## In the Limelight.

Somehow or other, Hongkong is constantly getting in the limelight, and the worst feature of it is that the publicity we get is not altogether of the kind we would most desire. To the folk at Home, this little Colony must appear one of the blackest spots in the Empire, instead of, as it really is, one of the cleanest and best-ordered of our many possessions. When the Home papers are not reporting piracies from this part of the world, they are able to get good "copy" when Parliament is in session regarding our "girl slaves" or the social evil which is said to be so prevalent here. Lady Astor is the latest M. P. we have to thank for drawing Parliament's attention to our alleged sins. She represents Plymouth, and this fact probably accounts for her keen anxiety that the men of the Navy stationed here should be protected from the evils which one associates with houses of ill-fame. We have no idea whether or not her implied aspersions on the blue-jackets of the China Station are in any sense justified, but we can certainly believe that Jack Tar in the East is no worse in this particular respect than anywhere else. When these men get Home, and if ever they get an opportunity to vote at an election, we rather think they would do their bit towards preventing the return to Parliament of this interfering if well-meaning titled lady. They most certainly do not want any woman member of Parliament to look after their moral well-being.

## The Larger Issue.

We are, however, more concerned with Lady Astor's suggestion for the abolition of Hongkong's system of "regulated prostitution" than with her particular interest in the doings of our naval men. It was only a few weeks ago that we had some comments on this somewhat distasteful subject. The stand we then took—and we still adhere to it—is that regulation of this traffic is eminently to be preferred to attempted suppression. It has been found in Shanghai that the gradual closing down of regulated houses has led to an alarming increase in solicitation in the streets, with the result that respectable women are often accosted and insulted. Attempted abolition only succeeds in diverting the evil into other channels, where it is much more difficult to cope with. That is conceded by all unbiased people who have made a study of the subject. We are therefore hoping that the new Labour Government will not be tempted into any drastic new policies on this matter. Above all, we trust that the fact will somehow be made clear to the Imperial authorities that Hongkong is far from being a sink of iniquity—that it is, in fact, as moral a place as many a town at Home and infinitely more so than some centres in the East.

## DAY BY DAY.

AS IT IS THE MARK OF GREAT MINDS TO SAY MANY THINGS IN A FEW WORDS, SO IT IS THAT OF LITTLE MINDS TO USE MANY WORDS TO SAY NOTHING.—*La Rochefoucauld.*

The *Gazette* contain amended regulations in regard to launches and motor-boats.

The Hon. Mr. E. A. Irving is to distribute the prizes at the Central British School, Kowloon, on Tuesday morning.

The name of Dr. John B. Bourke has been added to the list of medical practitioners. He joins the firm of Drs. Allan, Strahan and Thomas.

It is notified His Honour the Chief Justice has ordered that the next Criminal Sessions be held on Monday, 25th day February, at 10 o'clock in the forenoon.

Messrs. Benjamin and Potts have received advices from Shanghai to the effect that the Shanghai Loan and Investment Co., Ltd. has declared a dividend of 50 cents for the year. The profits amount to Tls. 185,698.

Booking is now open at Mount's for the boxing tournament of the Hongkong Police (lightweight, welterweight, middleweight and light-heavyweight contests) to be held at Volunteer Headquarters on Saturday, Feb. 23rd, at 9 p.m.

Mr. David Boyd McKenzie Bone, of the Taikoo Dockyard, has been given permission to use in the Colony an invention of "valve gear for direct acting pumps," without prejudice to the Letter Patent to be granted for the said invention.

Owing to the late arrival of the steamer on which "The Quaints" are travelling to Hongkong, their season at the Theatre Royal will open on Friday, the 22nd inst., instead of Thursday as advertised. The opening production will be "The Nine O'clock Revue."

Commenting on the return match between Hongkong and Shanghai in the "Interport" "sincer" contest, the *North-China Daily News* says: "It was really anybody's game from start to finish, and so even that one's congratulations to Shanghai must be tempered with sympathy for the visitors on leaving a flag behind after two of the best and most strenuous games seen in Shanghai for a long time."

A fatal accident occurred yesterday afternoon at Hung Hom at about three o'clock, when a Chinese girl aged eleven years was knocked down by a motor bus belonging to the Kai Tak Company and killed. It appears that the victim was one of a party of women and girls who had come from Tsin Wan and visited Kowloon City, being at the time of the accident on their return. They had reached a narrow part of the road when the bus came into sight, and the girl became so confused that she could not escape the bus, one wheel of which passed over her body. On being taken to the Kwong Wah Hospital it was found that life was extinct.

## THE PEAK.

When first I came they told me  
But soon I found they'd sold me  
I must climb the Peak and take  
my stand

Too see a panorama grand  
Of earth and sky and sea and land  
Stretched out around on either  
hand;  
I thought I'd take a peek.  
Thick clouds of mist enfold me  
And moisture soaks me coldly;  
I've climbed the Peak, and here I  
stand;  
I cannot see my either hand;  
Of all things on the sea or land,  
I find this spot much less than  
grand.  
I'm piqued about the Peak.

JINGLE.

## Bulls and Inners

From the Office Butts.

There is no truth in the story that the Rialto is to be removed to Hok Un.

The slight earthquake registered on Monday evening had no relation to the applause at the N. R. A. meeting.

A contemporary refers to a local "pupils apostrophe recital." That's better than a full-stop one, anyhow.

From the Post—Lighting up time to-day is at 6.18 p.m. The lantern used will be a Pathé University—*Advt.*

K. R. A. members must have felt highly honoured at Mr. Silva's suggestion to model the new hospital on that of Suva hospital in the Fiji Islands. And they thought they were so progressive too!

If Canton is so really hard up for money, why don't they organise a sweep on the next man likely to be made Civil Governor?

More atrocities for "friends of China." A Northern contemporary reports that Sir F. Aglen has had a week's "peasant shooting" round Nanking.

We hate finicky folk, but all the same we wish to record the fact that this week a member of the Board of Education split an infinitive!

A doubtful compliment. Chairman at last Monday's K.R.A. meeting:—"Mr. Wylie is so well-known to you all, that silence is golden!"

And further:—"We have had a variety of secretaries during the past year."

The Peak Tramway Company notifies that a pair of ladies' silk stockings has been found in the tramcar. If wine gets as careless as this, hubby will have to suspend his season ticket.

Hongkong has not been represented at the Conference of British Chambers of Commerce in Shanghai. The Hongkong Races take place next week.

Our washermen would soon be rich if they could carry out the schemes figured out on local tablecloths.

There is no truth in the story that Sir Robert Ho Tung will, during his sojourn in England, endeavour to induce Mr. Ramsay MacDonald to sit in at his famous round table.

It is rumoured that during his stay in Hongkong, Sir Harry Lander will donate the proceeds of his entertainments towards the reduction of the sum required for the re-provisioning of the garrison at Kowloon.

We suggest that the Boxing Association stage the next brief fight between Chal. Alabaster and Eddie Potter.

Nurses have been conferring at Canton. It is a fine place to learn nursing, especially gunshot wounds and lacerated feelings.

A new record. "Sampan loses twelve lives."

MacWhirter, he's pleased to think that Lander is coming. He says, at long last the Colony will have an opportunity of hearing pure English.

At first we thought the Automedon which broke the record between Brisbane and Sydney was a new kind of motor car.

Yes it's cold but there's no truth in the story that our wireless man opened the window last night and got Chile.

Our January water return shows a full supply in all reservoirs. Naturally.

Another Chinese general has been arrested by telegram.

Radio Note.—From to-day's advertisement it would look as if the Hongkong Hotel had at last succeeded in supplying a permanent wave.

It is stated that the Rajah of Rajahpore will shortly leave Hongkong on a well-earned holiday.

A Kowloon man has sprained his epiglottis. He will recover, but these globe-trotters are fling an alibi.

Funny thing how everybody is going to win a big sweep at the races this year. Next week the majority of them will be feeling unwell—at least, we presume that is what a man means when he says that "his system has gone phut."

Of course, to quote an old saying, "A man who doesn't bet is no better and a man who does is no better."

According to a Shanghai paper, three American school-boys who stowed away on a President boat "were caught by wireless." Let's hope it wasn't barbed.

There is no truth in the story that Chadwick has strained a cartilage.

We have it on good authority that immediate steps will be taken to provide the necessary daily supply of raw material in Ice House Street.

It all depends. Lloyd George can spill the beans and merely be considered guilty of an indiscretion. If it had been Poincare, well, we ask you?

The worst of having a broken collar bone is the chance of getting one's picture in the newspapers.

In America a Chinese has for the first time been executed by gas. Our only wonder is that it hasn't taken effect sooner.

When a bore urges you to "step on the gas", don't take him at his word.

We understand that the exhibits for the Horticultural Show will include a new variety of cement plant, entries to be confined to brokers.

*Hok-uniformum*, we presume.

It sometimes cuts two ways. What Manila gained in Major Neville it lost in Mrs. Stubbs.

Cheer up. Dividend time will soon be here.

Marines have landed at Amoy. Bet they'll tell them something.

The worst of better lighting in Kowloon is the people next door can now see you come home.

It's to be hoped that the mark will fall so low that Germany may be induced to toe it.

Truly this is the age of speed. These cold mornings just before you get up you are due at the office.

Beauty Hint! Keep your mouth shut. This will prevent you from getting black eyes.

There is no truth in the story that Dr. Harston included Scotsmen among the long-sighted natives of Europe.

Politics do not differ much from any other variety of ticks. They all cause an itch of some kind. In China it is mostly confined to the palm of the hand.

If we were advertising a Cookery Book we'd describe it as a Treatise on the Art of Interior Decoration.

The weather will soon be here for Sun to start thinking of sending another army to Peking.

Mixed metaphors aren't nearly so harmful as mixed drinks.

Doubtless that new store at the Central Police Station will advertise in the *Telegraph*.

Reuter tells us that Tut aint a-coming no more.

This talk of excavations on the Mount of Olives reminds us of a social difficulty—where to put the stones.

It takes a good fisherman to get all the catches in this Military Land business.

Our retiring Director of Education is just beginning to find out what a fine fellow he is.

ESTABLISHED 1850.

**Lane,**  
**Crawford,**  
**Ltd.**

FOR THE  
**RACES**

JUST RECEIVED.

The  
Latest  
Fashions

MILLINERY  
DAY AND EVENING—  
GOWNS  
WRAPS.  
SUNSHADES  
HAND-BAGS  
LINGERIE  
SILK HOSE  
SHOES.  
Etc.

LADIES' SECTION.

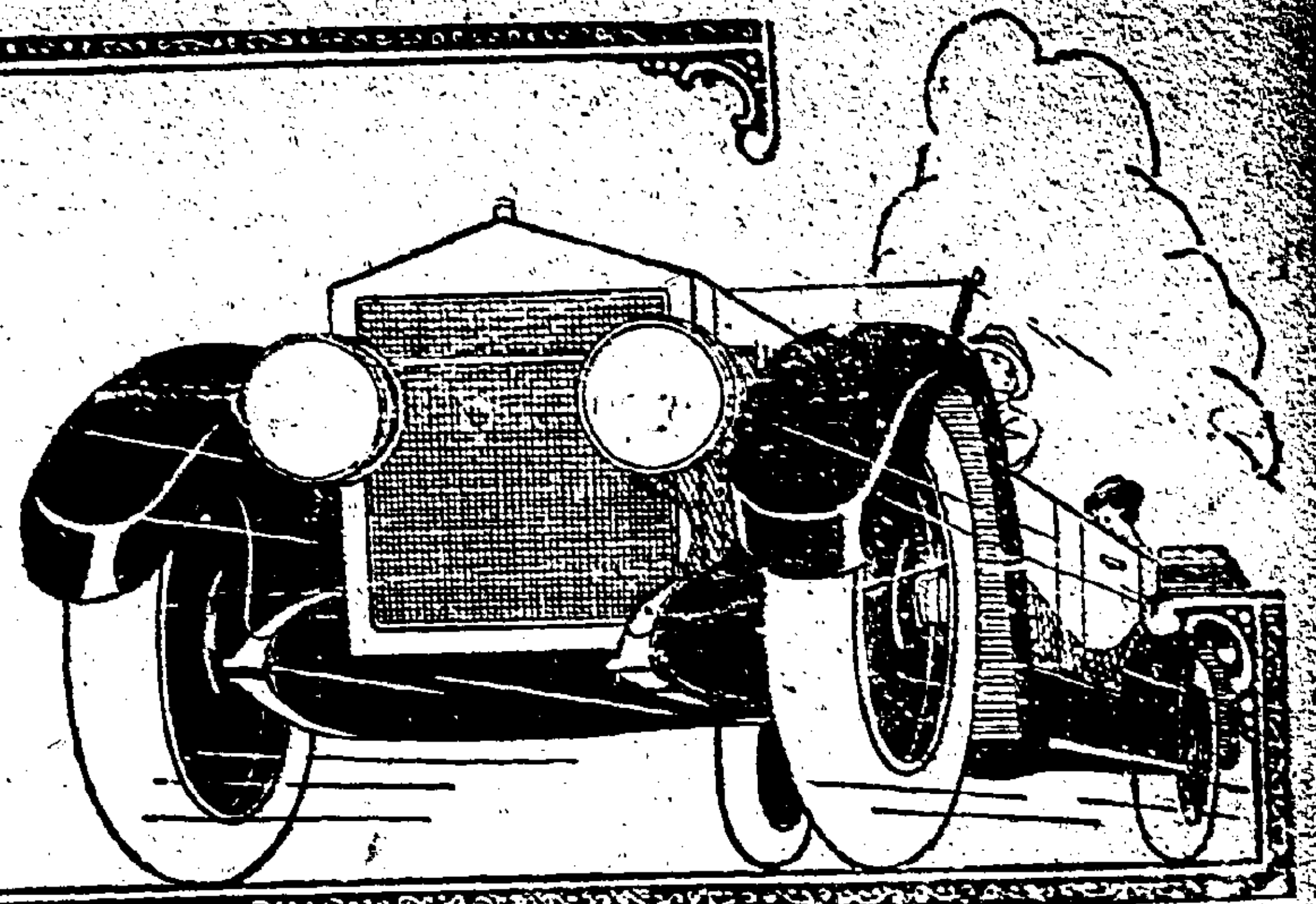
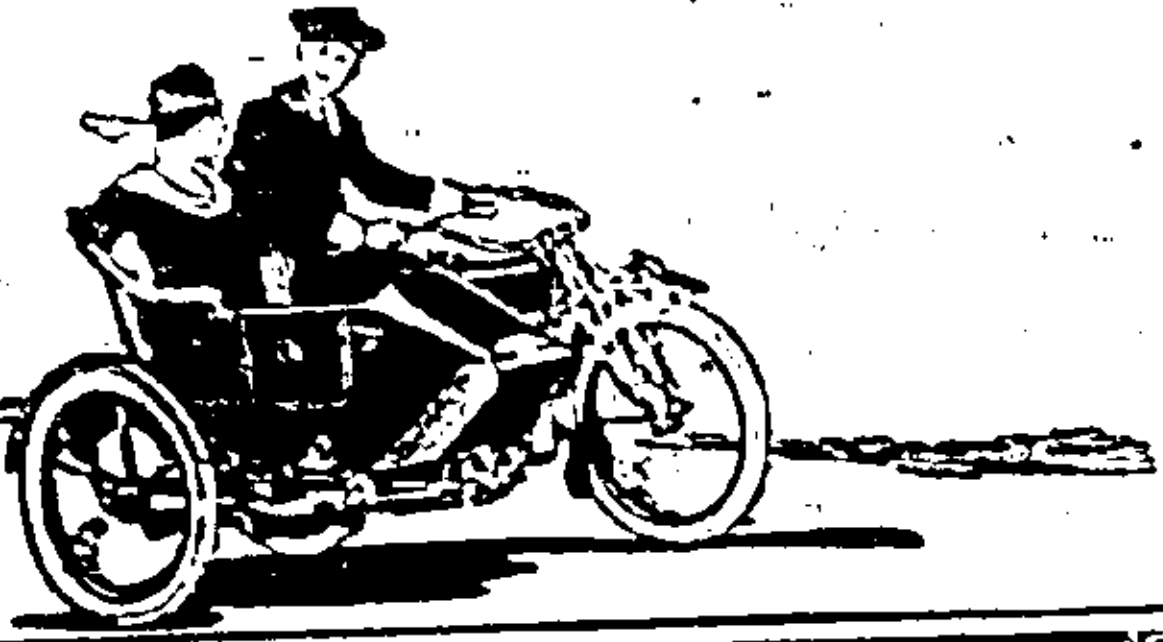
**HONGKONG HOTEL BUILDINGS**  
PEDDER STREET.



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
Saturday, the 11th. February, 1921.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

We notice with a number of cars now carrying the local Association's new badge, which is of quite an attractive design. On the other hand, some private cars are still without them, and we have to remind the Hon. Secretary of the Association that the badge is a compulsory one for all cars.

There is a slight value in carrying the Association's badge, as it is a mark of distinction and a reduced price. We are informed that the present price of such a badge is as follows:

8 Imperial gallons	\$5.10
4 " "	2.55
2 " "	1.25
1 " "	.60

These reduced prices only apply to members of the Association carrying the Association's badge on their cars.

The annual general meeting of the Association, held on the 2nd inst., was a most successful one, and it was announced that a special meeting would be held on the 15th inst. for the purpose of taking measures to strengthen the Association's position. This, we think, will be a wise move, enabling the Association to give better facilities to its members, which, owing to lack of funds, it cannot at present do. No doubt more will be heard of the possibilities in this direction.

With regard to the powers of the Captain Superintendent of Police to cancel, suspend or endorse licences of motorists, the Hon. Secretary of the local Association is informed by the Government that the maintenance of the present system is necessary to enable the police to control traffic. What the views of the Association's members are on this subject, we do not know, but we cannot help thinking that they will not be prepared to let the matter rest where it is.

What relation the cancelling or suspending of licences by the police has to the proper control of traffic, we cannot see. The presumption, from the Government's attitude, is that inasmuch as such powers at Home are vested in the magistrate, and not the police, there must be inadequate traffic control in the United Kingdom. That, of course, is absurd. The business of the police, as we see the matter is to look out for any infringements of the law, bring the offenders to Court and then leave the rest to the Bench.

The magistrate can surely be depended upon to deal with cases on their merits, cancelling or suspending licences as the circumstances merit. It is a wrong principle that the police should act as prosecutors and exercise magisterial functions at the same time. Such a system would not be tolerated at Home, and we are looking to the local Association to press for its modification here. Expressions of opinion on the subject by motorists would be appreciated.

## THE BRITISH AUTOMOBILE ASSOCIATION. WHAT IT DOES FOR THE MOTORING FRATERNITY. HOW IT HELPS MEMBERS "ON THE ROAD."

We have received from the Headquarters of the British Automobile Association some interesting particulars of the splendid service which this body gives to its members, and below will be found some details which will no doubt prove of interest to local motorists, especially any who may be going Home on leave during the coming summer.

The Automobile Association was founded in 1905, by a small body of motorists as a protective measure against unreasonable police activities on many of the roads between London and the South Coast. The Association has considerably expanded since those days, but it is still primarily an organisation specially equipped for assisting members "on the road." It is the largest

has no terrors for members travelling on roads patrolled by the A. A. Patrols will readily cycle to the nearest house for water, or to a garage, be it one or five miles distant, for a tin of benzole or petrol.

### ROADSIDE TELEPHONES.

These telephones are installed by the roadside, in patrols' sentry boxes. Others are located at cross roads, sharp corners, and similar danger points. In addition, new sentry boxes are being erected in districts where telephones are scarce, and on roads passing through lonely areas.

All the roadside telephone boxes have been adapted for use by members at any hour of the day or night. After dark, the exterior "Phone" signs are illuminated to enable members to find them.

The boxes are fitted with spring locks of a standard pattern, and keys, of an exclusive rolling, are available to members of the Association. With this key any of the telephones can be used at any time, whether the patrol in charge is on duty or not.

### ROADSIDE FUEL SUPPLY STATIONS.

Eight up-to-date roadside motor spirit bulk storage stations have been installed for the convenience of members requiring fuel en route. The one at Aldermaston was the first of its kind in Great Britain.

The installations consist of a storage tank and delivery pump. In addition, water is supplied for the filling of radiators and a roadside telephone is fixed at each station.

### ROAD SERVICE OUTFITS.

The latest extension to the patrol system is the provision of motor cycles fitted with sidecars, carrying fuel, oil, and tools necessary for assisting cars or motor cycles to proceed on their way.

These machines are driven by men able to assist with minor adjustments.

### FOREIGN TOURING.

Members going abroad with their cars or motor cycles are supplied with routes for their tours also triptyques and *cartes de passage*, which enable them to avoid the trouble, delay and expense of depositing duties on the frontiers.

The transport of motor vehicles in any foreign port is arranged: A. A. representatives meet members at Continental ports, and A. A. supervisors and interpreters are stationed at Newhaven, Dover, Folkestone and Southampton to help members who travel by these routes.

The Association has invited a scheme, under which members pay a small cash deposit only in respect of Customs dues on cars entering a foreign country, an approved Bankers' Indemnity being accepted for the balance of the duty.

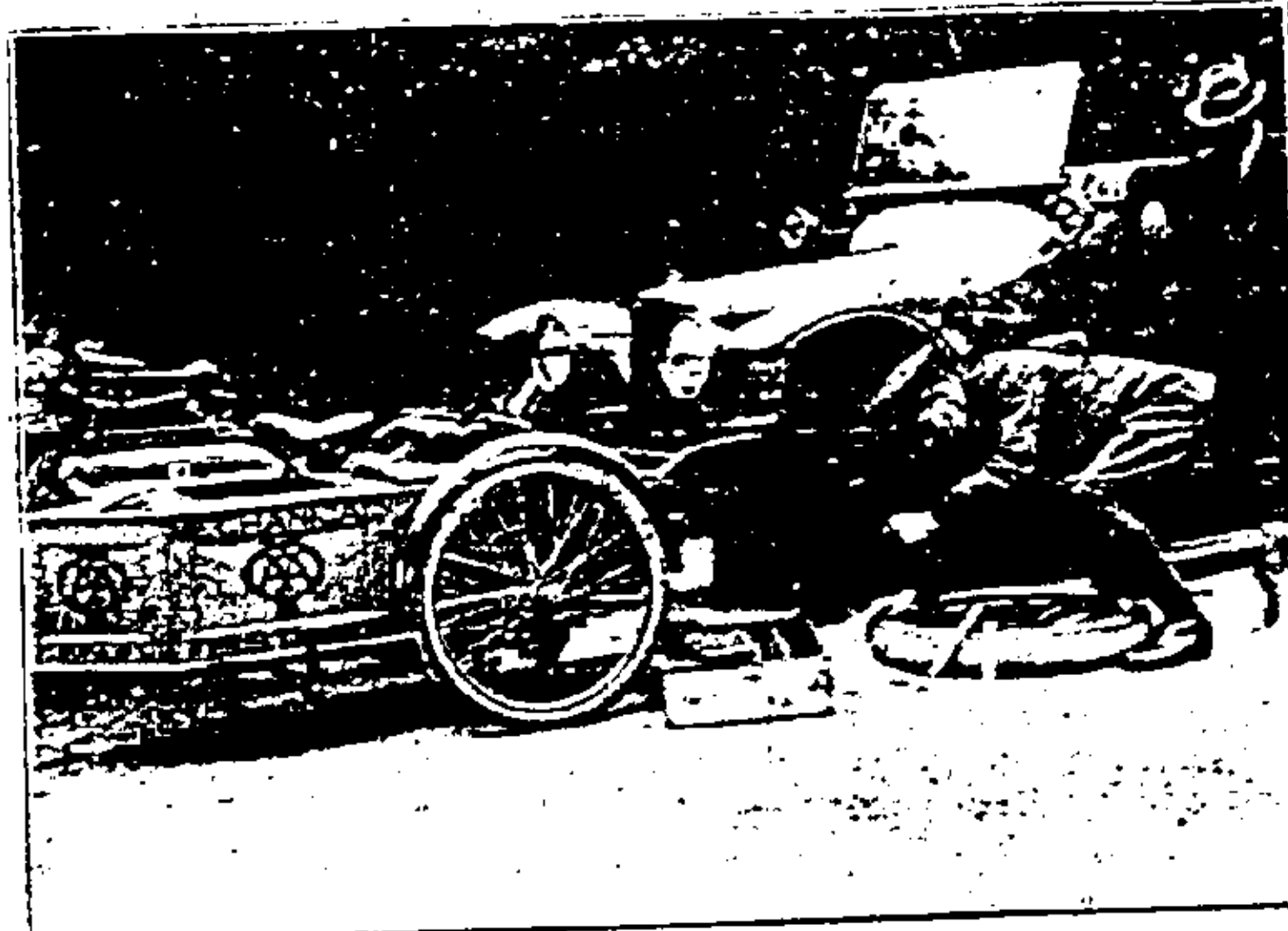
### HOME TOURING.

The Association provides all possible assistance to members touring with their cars, motor cycles or cycle-cars in Great Britain and Ireland.

Routes are specially prepared to meet the requirements of individual members, under the supervision of touring experts who have personal and reliable knowledge of the districts suggested.

Each itinerary, whether placed to place or for a tour, is drawn up separately according to the member's own stated wishes. Doubtful turnings are shown and in all cases intermediate distances, as well as total, are given.

During the height of the touring season considerably over 2,500 routes per week are supplied to touring members.



"FIRST AID" OUTFIT RENDERING ASSISTANCE.

motor organization in the world. It has its ramifications everywhere in England, Scotland, Wales and Ireland. Its Headquarters are in London, and distributed over the United Kingdom are seven District Headquarters and a number of Sub-offices, enabling local members to obtain prompt assistance in all matters.

### THE A. A. PATROLS.

One great advantage of membership of the A. A. is undoubtedly the right of the member to the service of the khaki-clad A. A. patrols. These men are distributed along the principal main

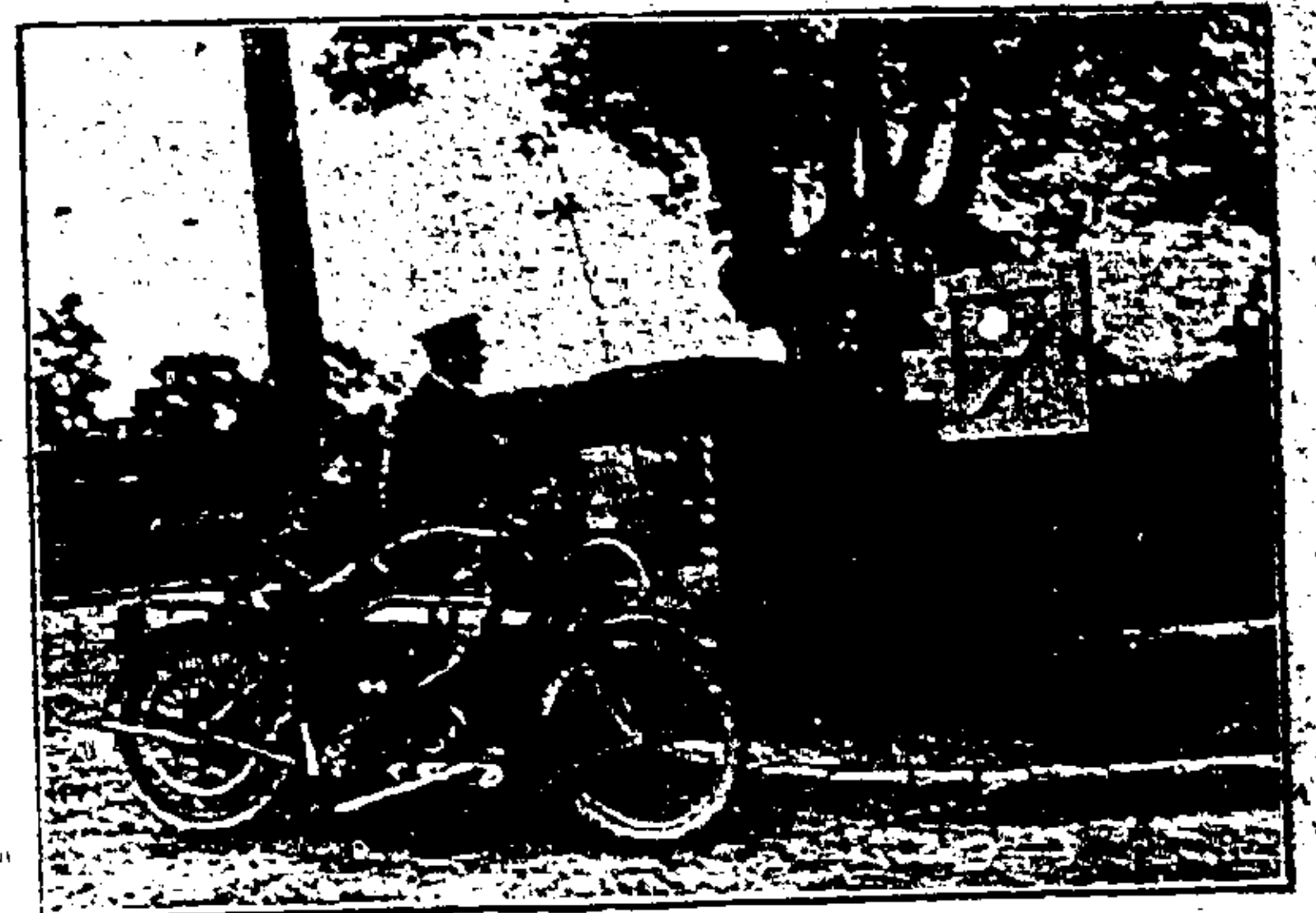
putting matters right, or assisting as far as conditions permit. All the patrols are competent to undertake minor roadside adjustments, change tyres, detachable rims, or wheels, etc., and in the event of tyres, ignition plugs, motor cycle belts, or other accessories having to be replaced, they will mount their cycles and procure the necessary replacements from the nearest garage. In the event of a serious breakdown, they will assist in getting the car, motor cycle, or combination, removed to an A. A. garage, and generally help members in their difficulties.



HELPING A STRANDED MOTORIST.

roads of the country, and in certain cases on by-roads much frequented by motorists. When the organisation is at its full strength during the touring season, it is almost impossible for motor-vehicle users to take an important road which is not patrolled by the Association.

In the event of personal injuries, following accidents, their first-aid wallets, which they are fully qualified to use, will enable them to do what is necessary while medical assistance, if such is called for, is being obtained. Even the awkward contingency of an empty petrol or water tank



MEMBER USING A. A. TELEPHONE BOX.

### RACING IN 1921.

#### The Coming Grand Prix.

It has already been decided to hold the Grand Prix d'Europe, a race initiated last year and regarded as one of the most important on the Continental programme, on a course in the vicinity of Lyons on August 3.

Four Fiats, to be driven by Bordino, Salamano, Nazzari, and another whose name is not announced, and three Sunbeams, with Lee Guinness, Rosta, and Diva drivers, have been entered. It is expected that other cars taking part will be Delage, Bugatti, Rollan-Pilain, Voisin and Alpha-Roméo.

The first prize is cash to the value of 100,000 francs, about £1,650 at present exchange rates. Last year's race was won by Salamano, who averaged 91 miles an hour over a distance of nearly 500 miles. The winning car was an eighty-cylinder Fiat. This year the race is limited to cars of two litres capacity and 650 kilos (about 136wt.) minimum weight. It is expected that super-charges will play a large part on various makes.

The new course is largely that of the 1914 Grand Prix, but owing to the hilly nature of a new "leg" that has been introduced, experts doubt if the 65½ miles an hour average of ten years ago will be beaten.

### CLUTCH PEDAL

#### Dodge Bros. Improvement.

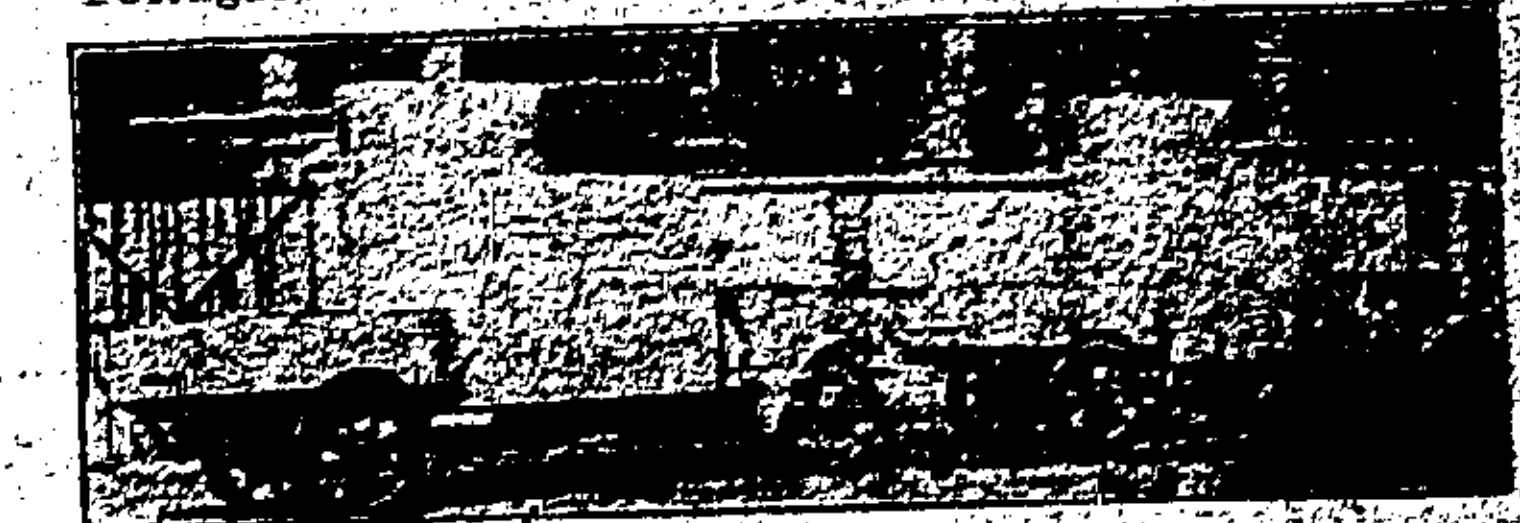
There is one improvement in Dodge Brothers' motor cars which prospective purchasers pass over without much comment when it is being explained to them, but which they all speak of with real enthusiasm after they have driven the car. According to the Dodge Motor Car Company, Ltd., local Dodge Brothers dealers, this is the remarkable ease with which the clutch lever is now controlled, due to a change in leverage between the foot pedal and clutch proper.

"Not having had to exert themselves unduly in manipulating the clutch pedal on Dodge Brothers' cars of past years, owners and visitors do not seem greatly excited over this apparently unimportant change," said the dealer. "However, once they get in traffic and find how easy it is to let the clutch in and out, without tiring the foot in the least, they understand and appreciate what has been done. This is particularly true of ladies, to whom a stiff clutch pedal is a source of much annoyance. There are dozens of similar minor improvements, in addition to the major refinements with which nearly every one is now familiar."

### ARMoured CARS FOR MACAO.



One of an order of armoured cars that were built in Shanghai on Thornycroft BT 2-ton chassis to the order of the Macao Government. Left to right—Consul-General for Portugal A. Casanova, Sir Charles De Costa, Mr. S. Howard, technical expert of John L. Thornycroft & Co., Ltd., and designer of the above armoured car and J. H. Botelho, Portugal's Vice-Consul.



Two more of the armoured cars ordered by the Macao Government. The superstructure is made of 3/16-in. bullet proof steel and is capable of making 18 m.p.h.



# Firestone

A multitude of car owners responding to the standard of value set by the Firestone Gum Dipped Cords are showing their unwillingness to speculate further on quality of less certain dependability.

**Most Miles Per Dollar**

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

## 1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

**33.8 MILES PER GALLON**

on a run from New York to San Francisco.

### THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

**Hongkong Hotel Garage.**

Tel. 32

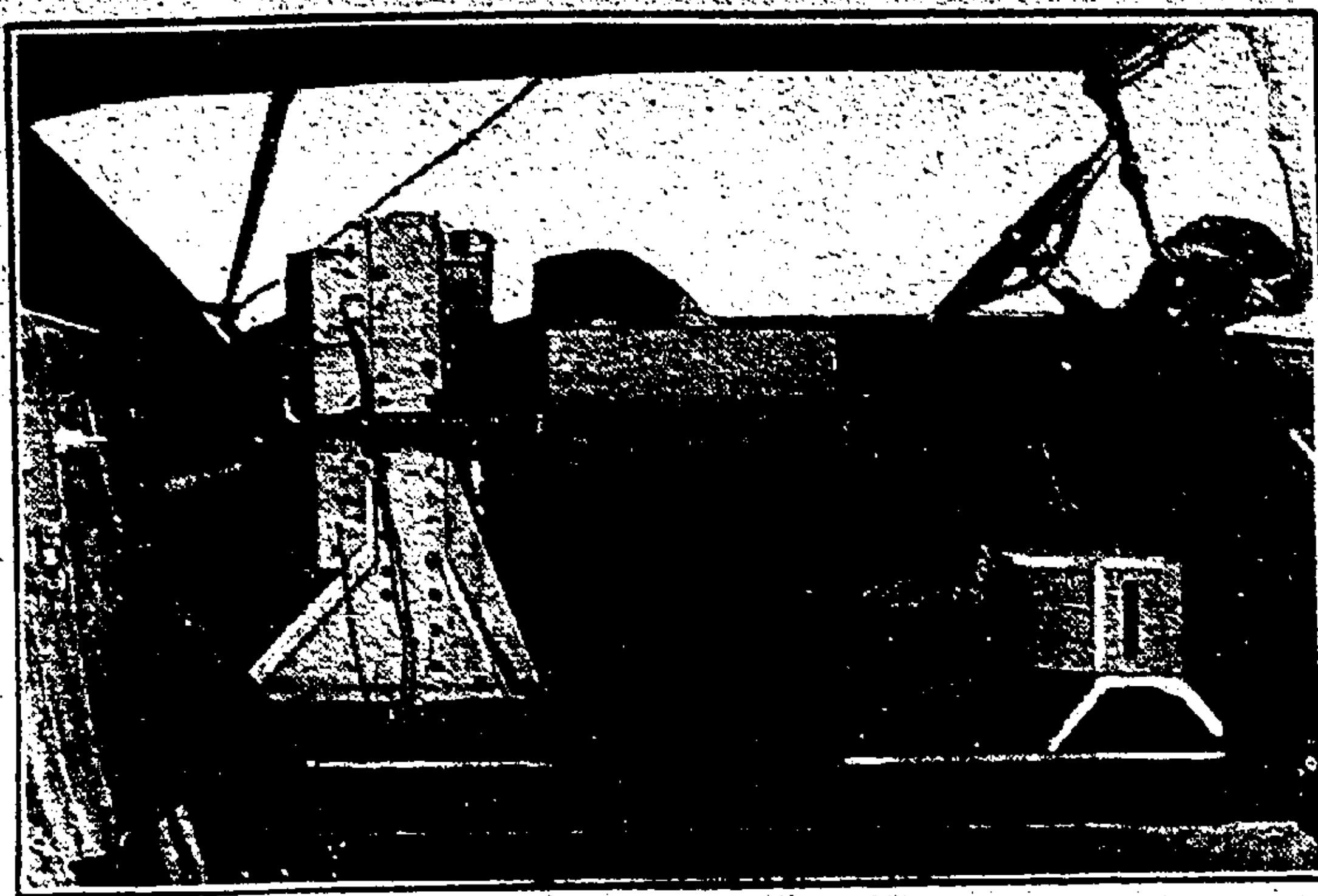
Queen's Road,  
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Tel. 32

**The Hongkong and Shanghai Hotels Ltd.**

## INTERESTING TESTS OF MOTORS.

New Equipment and What It Does.



INTERIOR OF THE BUREAU OF STANDARDS TEST CAR, SHOWING FLOWMETER IN FRONT, FOR RECORDING GAS CONSUMPTION, AND MULTIPLE RECORDER, IN REAR, FOR REGISTERING GENERAL CAR PERFORMANCE.

Washington, Jan. 8.—Lower gas consumption, more dependable braking, easier riding. To these three factors, of prime importance in motoring development, the United States Bureau of Standards may be expected to make important contributions during 1924.

With new equipment that has been developed by experts of the bureau's automotive division, studies of engine and brake performance and of riding qualities can be carried on to a nicety never before possible.

From the standpoint of safety, the formulation of standardized braking requirements is perhaps the most important one before the automotive industry, experts of the bureau agree. With the development of four-wheel brakes and their ability to "set the car up on the radiator cap" by short stops, there is danger that drivers will demand unreasonable short stopping distances.

In recommending adoption of brake regulations, the guiding factor should be the effectiveness of brakes under ordinary conditions they hold.

### SPECIAL INSTRUMENT.

To determine the relative efficiency of various braking systems, brake materials, etc., Dr. W. F. James, chief of the automotive division of the bureau, has devised a "decelometer," which measures the slowing effect, or deceleration, of brakes under all conditions. Tests now being carried on include studies not only of braking systems and materials but also of the comparative braking efficiency of balloon and high-pressure tires.

The desirability of brake equalizers, which would give the same grip to brakes on both sides, also is being studied. From these studies, it is planned to work out a set of reasonable brake regulations which may contribute materially in reducing auto accidents.

In developing easier riding qualities in cars, particular attention is being given both the spring suspension and tire equipment. Tests with the new low-pressure "balloon" tires are being conducted to determine their relative rolling resistance, their effect on braking and steering and general car performance. If these tests show their easy-riding qualities are not offset by other conditions, the general design of spring suspension can be altered to provide a much more smooth-riding car than any now on the market.

### GASOLINE TESTS.

With the decline in prices of gasoline, there has been a decrease in interest as to methods for reducing gas consumption, bureau authorities state. But this condition is recognized as temporary, since the available supplies of gas are certain to make greater economies in fuel important within the next few years.

Decided economies can be effected, bureau scientists declare through improvements in carburetor, manifold and transmission designs and by better lubrication. The American's unwillingness to shift gears, his demand for a car which will take him up all hills in high and an engine which is always ready for maximum performance, wastes hundreds of millions of gallons of gas annually. Carburetors are adjusted to give good performance under the worst conditions, with the result that richer mixture

than necessary is supplied under normal conditions.

### LUBRICATION.

Just now the bureau is working out, for the motor transport corps of the army, recommendations with respect to lubrication and lubricating mediums. Much of the overhaul expense of a motor is due to faulty lubrication.

The bureau's present study covers the question of what oil characteristics influence the rate at which carbon is formed. It is hoped simple tests may be standardized by which the motorist can estimate to what extent carbon formation is back of his engine troubles.

On this point it has been established that the rate of carbon formation depends to a large extent on the temperature of the metal parts with which the oil comes in contact. There is a point at which carbon forms rapidly. If the temperatures at these points are too high or too low for carbonization, little carbon is formed.

To assist the bureau's studies of motor performance, bureau scientists put them through tests not unlike that of a physician who takes your pulse, temperature, records your pulse, sounds your lungs and otherwise gets a full record of your anatomy and its performance before making a diagnosis.

With a decelerometer under the front seat, to gauge brake efficiency, a flowmeter camera at the driver's feet, picturing every drop of gas that goes to the carburetor, an air gauge on the top and a multiple recorder in the tonneau to register the temperatures of air, gas and water

## MOTOR BUS ENGINES.

### Some Instructive Figures.

As an indication of the reliability of modern omnibus engines, some instructive figures have been supplied by the garage superintendent of the Edinburgh Corporation Tramways Department, which possesses the largest municipal bus fleet in Great Britain.

Between May 8, 1922, and September 15, 1923, a model "5" A.E.C. bus covered 45,342 miles, during which period the engine was never once taken down. A provincial "S" type double-decker, ran 32,316 miles between October 8, 1922, and September 15, 1923, another A.E.C. of similar pattern, covered 55,218 miles, between June 3, 1922, and September 15, 1923. In neither case have the A.E.C. engines been taken down.

Of course, the necessary running adjustments have been made from time to time, but beyond these, which are merely part of a properly organized maintenance system, the A. E. C. engines have received no attention whatsoever.

### SAFETY FIRST.

Good four wheel brakes, are an excellent aid to road safety. Good foresight is even better. It can be cultivated by careful observation.

# TRIUMPH

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**Electric Magdyno Lighting Set**

Roller Chain Drive, 3 inch Tyes.

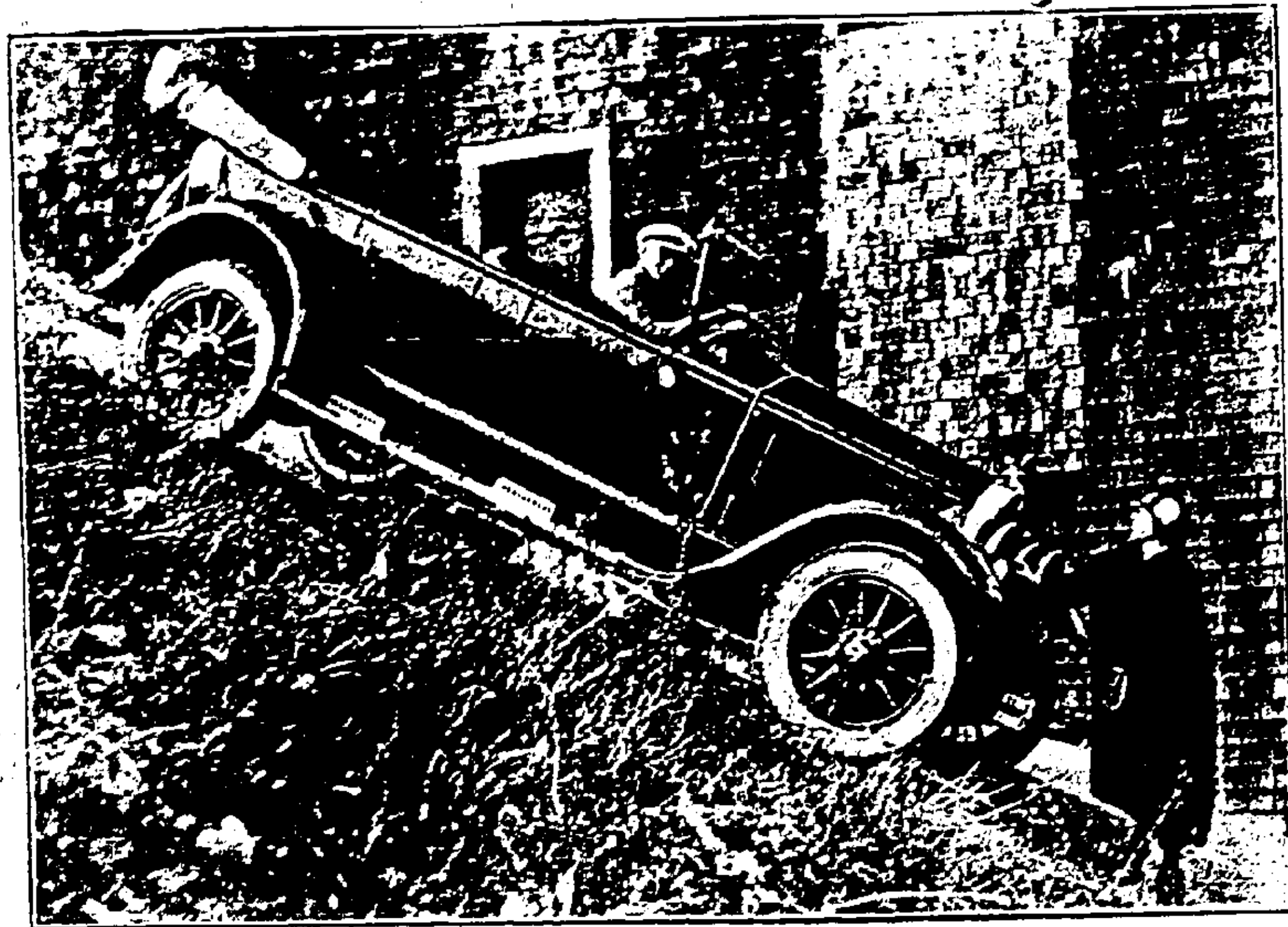
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## FACTS THAT SPEAK FOR THEMSELVES



1924	OFFICIAL POLICE BRAKING LIMITS (Tests always carried out dry roads)	BUICK PERFORMANCE ON DRY ROADS	BUICK PERFORMANCE ON WET ROADS	1924
Four wheel brakes	10 m.p.h. 9' 2"	10 m.p.h. took 2'	10 m.p.h. took 3' 11"	Four wheel brakes
	15 m.p.h. 20' 8"	15 m.p.h. " 10' 2"	15 m.p.h. " 11' 9"	
	20 m.p.h. 27'	20 m.p.h. " 16' 8 1/2"	20 m.p.h. " 20' 8"	
	25 m.p.h. 58'	25 m.p.h. " 27' 14"	25 m.p.h. " 29' 9"	
	30 m.p.h. 83' 3"	30 m.p.h. " 33' 8 1/2"	30 m.p.h. " 42' 9"	
	35 m.p.h. 113'	35 m.p.h. " 41' 3 1/2"	35 m.p.h. " 59' 1"	
BUICKS	(Speedometers were tested before and after the test and were found to be registered correctly.)			BUICKS

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Maxwell  
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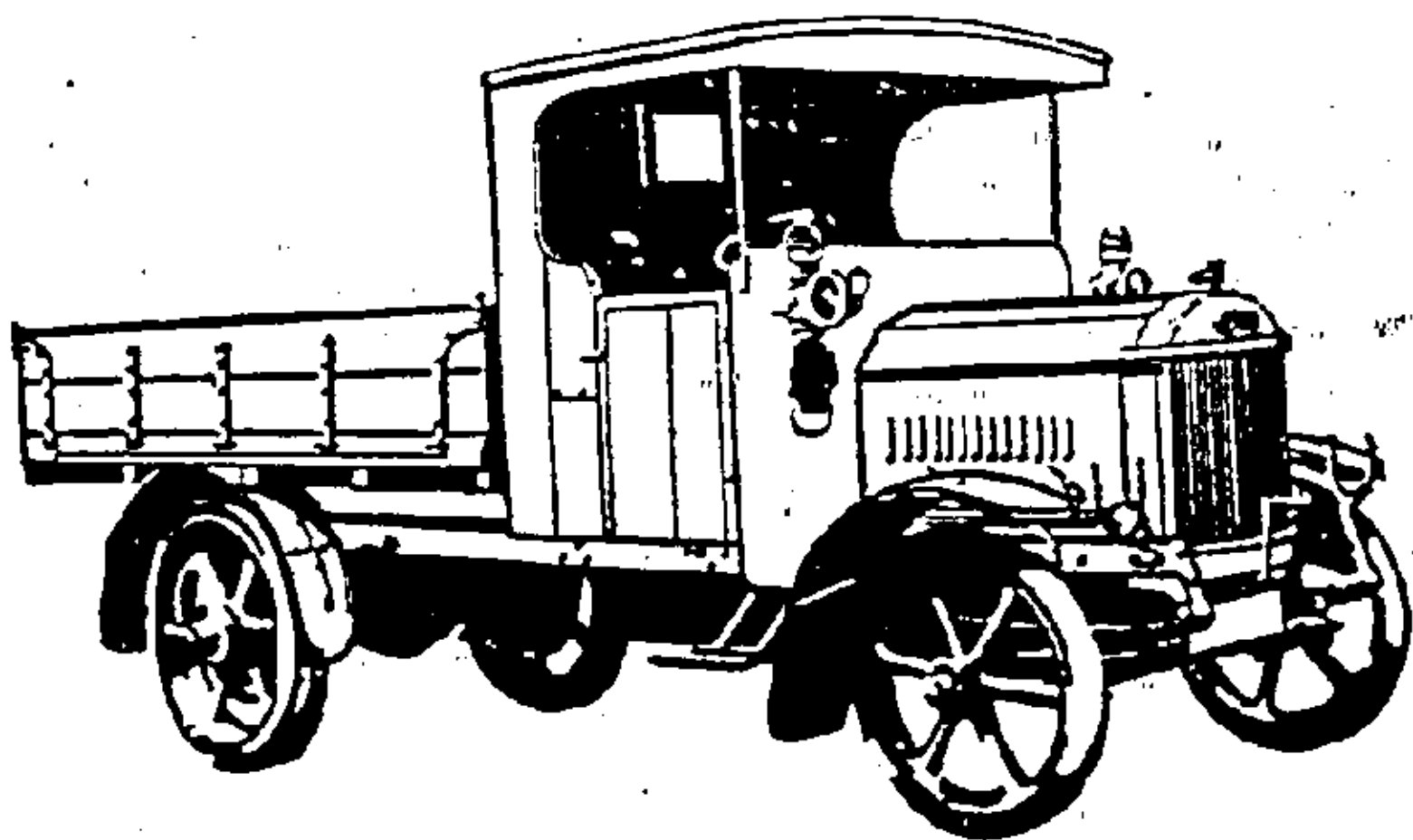
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"Nice chassis, that!"  
"Are you speaking of the lady or of the car?"

DRIVING A CLOSED CAR.

Where Care is Necessary.

Commenting on the fact that closed cars admittedly require more care in driving than open cars, a writer in a Home paper says—I would elaborate the need for greater care in all steering movements, more particularly a right-hand turn.

For such steering movements you should always give yourself plenty of time to look in the mirror. I mean the driving mirror only of course, in case any lady readers should think I mean such moments opportune for admiring their personal charms!

Never dash up to a corner, take a last moment's glance in the driving mirror, and swing round the corner. That's how accidents happen.

THE RIGHT-HAND TURN.  
You know when you want to take a turn, and it is just as easy to commence procedure for taking it correctly at, say, 100 yards before you come to it, as it is to do so incorrectly only 10 yards from the actual corner.

This is the prescription. At about 100 yards from the corner satisfy yourself as to the position in front of you. If it is not quite "easy" and open, slow down a little, when it will soon become so.

You can then devote a second or two for an adequate place in the driving mirror. If there is someone following immediately behind you, put out your arm to indicate your intention of turning.

You should then commence to work your way gradually towards the right-hand side of the road, without, of course, inconveniencing oncoming traffic. This gradual moving over will make your intention clear to any faster following traffic which may have begun to overtake you since you glanced in the mirror.

THE HAND SIGNAL.  
Unless the circumstances are such that I can make absolutely certain about everything which is going on immediately at the rear of the car, I always signal with my arm for a right-hand turn.

If the road is quite clear in front and you have sufficient time to make quite sure that it is clear behind, well there's nothing to signal to. But it is just as well to do so as a habit.

But for closed car driving the most useful signal of all is the one which our highly ingenious officialdom quite forgot to mention! The gradual moving over of your car to the left or right, concurrently with slowing it down gradually, makes your intended corner at once apparent to other road users.

Another point to be considered in closed car driving is visibility. Badly positioned and too large corner posts should be avoided. Last year many cars sinned badly in this respect. But there is a general improvement in this season's models.

HINTS ON EQUIPMENT.  
There is also the question of driving in rain, with particular reference to the difficulties of night driving in such circumstances. You must either fit an automatic windscreen wiper in the equipment, or be prepared to drive with the windscreen partially opened.

Every manufacturer of a saloon type car should standardise an automatic windscreen wiper in the equipment, more especially if the car is to be owner driven.

FIRST RACES IN JAPAN.

GOOD WORK BY OAKLANDS.

Although Japan is rapidly taking its place among the leading nations of the world in the encouragement of sport and in the use of motor cars, no serious effort has been made until recently to promote motor car races in the Island Empire.

The first regular organised motor races ever held in that country took place recently on the one mile dirt track at Susaki under the auspices of the Imperial Automobile Association. The association and the group of amateurs who hastily fixed up some old cars for racing must be given due credit for placing Japan on the racing map.

Only two of the drivers had any previous racing experience, and the cars were mostly old ones, having only such ordinary preparation as could be made in a repair shop. No great speed was made because of the poor condition of the track, but in races of this kind, the real sport is found in the competition furnished by the various events rather than in extreme speeds.

The surprise of the meeting was the performance of two 1918 Oakland, which were entered by Mr. George Fujimoto and his associates, and were driven by Mr. Nakamura and Mr. Ishibuka. These old cars, which had previously been used in hire service, were prepared for racing by cutting the frame and reducing the wheel base to 95 inches, stepping up the timing, stiffening the springs, and providing a gear ratio of 3.4 to 1. They were entered in five of the eleven events on the first day, and won every race in which they were entered.

Of the eleven contests, five were at three miles, two at five miles, two at ten miles and two at twenty-five miles. Oakland won two three-mile events, one five-mile, one ten-mile and one twenty-five-mile race. Both Oakland were entered in four of these contests and took first and second places in all but one.

During the luncheon interval a special contest was announced. Mr. R. C. Hevesy drove Mr. Nakamura's Oakland and, despite the handicap of being unfamiliar with the car and never having driven around the track before, won by a length.

On the second day, eight events were held. The drivers had become more accustomed to the track and some of them showed more daring. They took the turns at high speed, skidded sharply and gave the spectators many a thrill. The track had become badly rutted by the racing cars and no speeds higher than 60 miles per hour were made.

On the whole the meeting was a very creditable one and the crowd of spectators seemed to enjoy the sport. It is hoped that other meetings will be arranged in the future.

And a sun glare visor is also a very useful fitting, and should automatically find a place in the equipment of such cars.

But though one may specify such aids to Safety First driving as peculiarly desirable on all enclosed cars, there is really no notable difference in driving.

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SUNBEAM CARS.

For New Governor  
of Bombay.

The new Governor of Bombay, the Right Hon. Sir Leslie Wilson, has taken out with him a fleet of Sunbeam cars. This comprises two 24-60 h.p., 6-cylinder models,

fitted with four-wheel brakes, and each with limousine landaulette body, and two 16-40 h.p., 4-cylinder models, one with limousine body and the other with an open touring body.

These four cars are particularly handsome examples of Sunbeam craftsmanship. They are painted a beautiful shade of bright blue and lined with fine red lines. On the front of the radiator of each car is a nickel-plated crown

and at the rear is a similar crown emblazoned in colour. An additional crown is also affixed to the radiator caps, but this is only used when the Governor himself is actually in the car. A plain radiator cap is used on other occasions. To ensure prompt recognition of the Governor's car at night time a green electric bulb is fitted in the head of the car immediately above the windscreen.

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STILL IN SERVICE**

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Over 90% of all these cars are still in active service.

This striking fact stands alone—a unique and overwhelming tribute to the principles and methods responsible for a product of such enduring worth

The price of the Standard Model 5-passenger Touring Car, complete with Magneto and with five Cord Tyres is \$2400.

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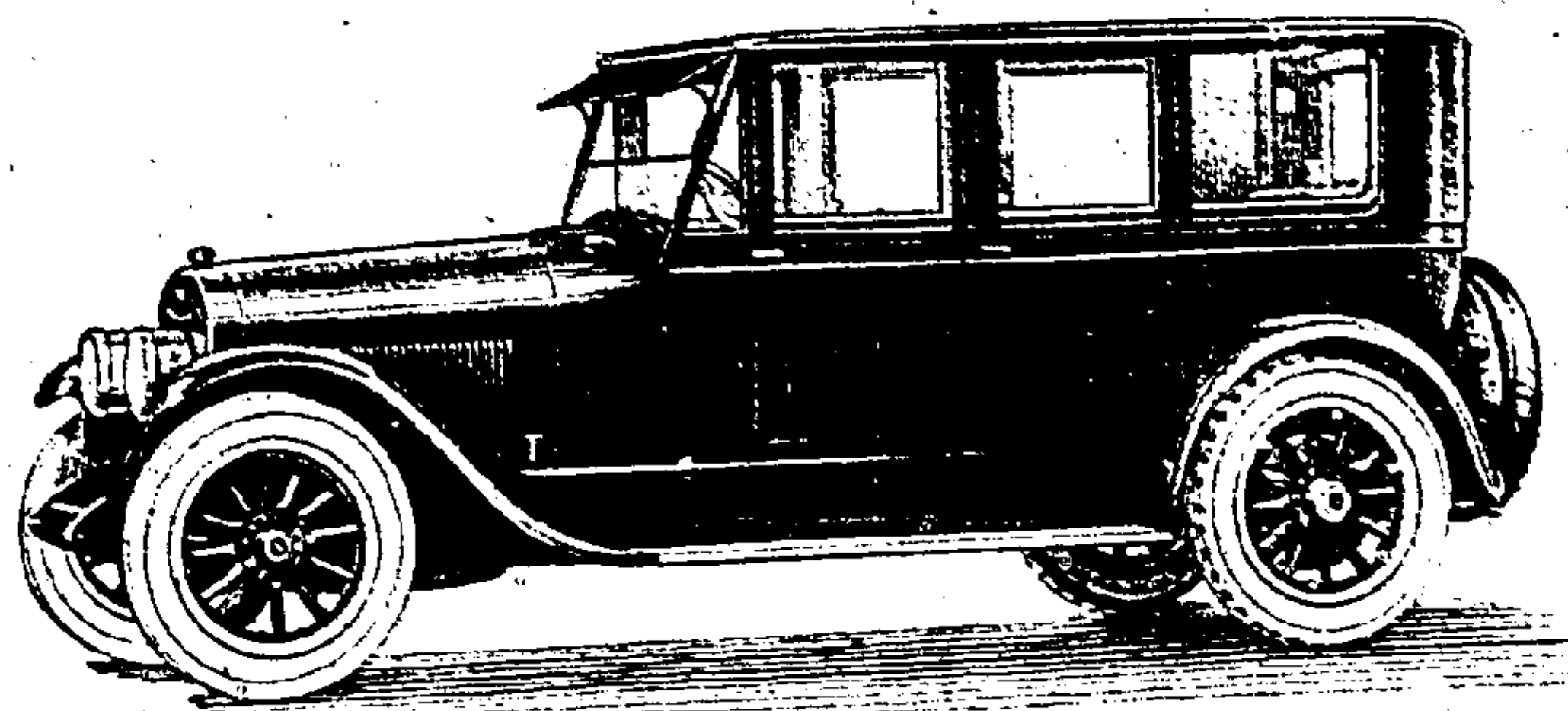
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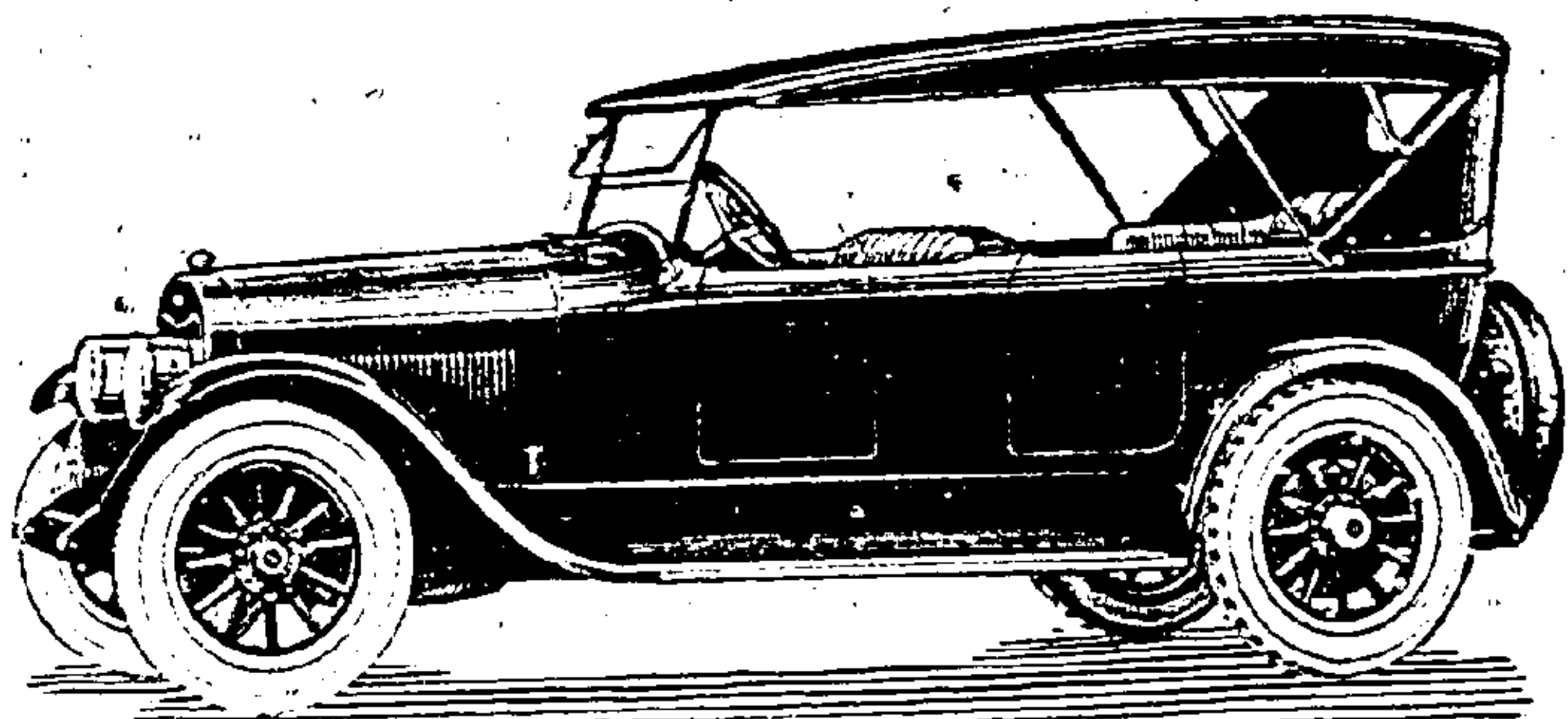


# LINCOLN



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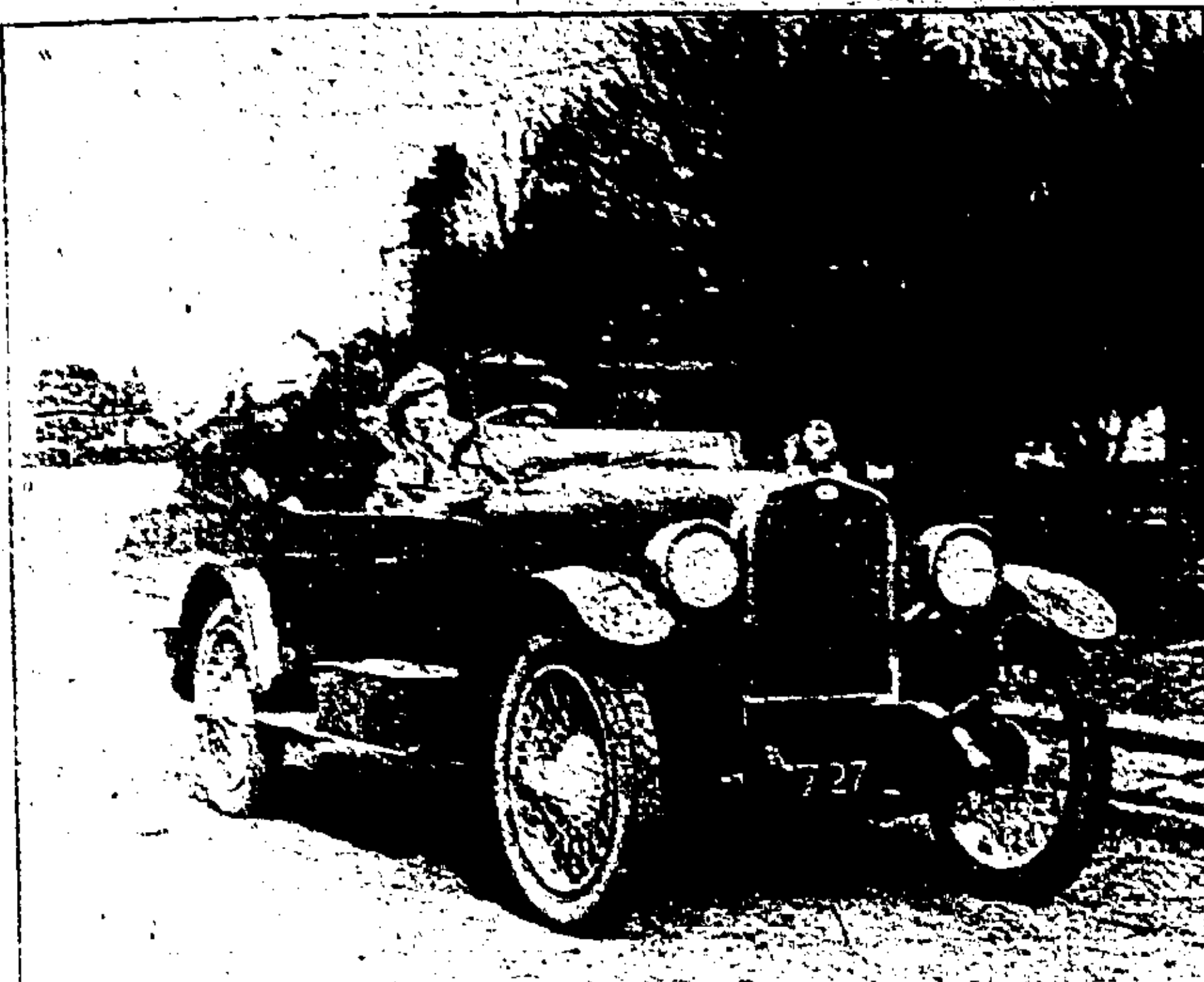
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### SIR HARRY LAUDER IN HIS OAKLAND.



Sir Harry Lauder (who is coming to Hongkong next year) "t-r-r-oaming" in the gleamin' "Oakland" in a Six-cylinder Oakland touring car.

### FORD FIGURES.

#### ASTOUNDING PRODUCTION.

Detroit, Mich., Dec. 30.—Between June 1 and December 1, the Ford Motor Company produced 1,111,111 motor cars at its Highland Park plant here.

On June 1, Motor No. 1,000,000 went off the assembly line and was shipped to Los Angeles. On December 1, Motor No. 1,111,111 was completed and was shipped to Chicago.

#### Future Prospects.

It appears that an American statistician calculates that with an output of five million cars annually, the number in use should soon be thirty-five millions, and states that no such number of cars can be used in a country that has only twenty-one million dwellings and twenty-five million families. This is reckoned by a New York paper with the statement that there is no reason to expect any limitation to the motor industry in America by reason of a limitation in the number of dwellings. The wife of a Boston banker who is a newly wealthy couple of years ago has just been quoted as saying: "You will get more happiness, health, and security out of a motor car than out of a dwelling. Rent a car and buy a motor car."

#### Dewar Trophy.

The Dewar Challenge Trophy awarded annually by the Royal Automobile Club for the most meritorious performance held under the general regulations for official certified trials, between October 15 in one year, and October 14 in the following year, has been awarded to the Rapson, Tyre and Jack Company, Ltd. The tyres were fitted to a 40-50 h.p. car, having a weight, laden, of 2½ tons—quite a commercial transport wagon. The trial was held upon the club's standard routes, the weather being good, and the roads fair. The tyres were inflated to a pressure of 45 lb. per sq. in. One of the tyres covered the full distance of 40,000 miles. The other three ran 22,477 miles, 33,113 miles and 31,251 miles respectively.

### WHY THE ENGINE "BACKFIRES."

#### Causes and Remedies.

Either as a result of the recent show, and the fact that quite a number of people are now taking to the wheel for the first time, or by sheer coincidence, the "back-firing" problem has been rather prominently brought to my notice during the last few days, says Capt. E. de Normandie in the *Auto*.

And, as I gather that the reasons for back-fires are not so thoroughly understood as is desirable, perhaps better-informed readers will forgive me if I devote a little space to an elementary subject.

In the first place, then, what are the precise operations that cause a back-fire to take place? Most of you know, of course, that the main cause is an attempt to start the engine with the ignition too far advanced. But be you know just what this signifies?

**EARLY AND LATE IGNITION.**  
On the second stroke of what is known as the four-stroke cycle—that is, the cycle upon which the majority of engines operate—compression, compression, firing, expansion—the piston is forced upwards with both valves closed, and the previously undrawn explosive mixture, which normally almost fills the cylinder, is compressed into the decreasing space between the head of the piston and the top of the cylinder.

The succeeding down-stroke is the power stroke, and according to whether you allow (with the ignition lever) the spark to take place exactly at the instant the piston reaches the top of its upward travel, or whether you time it to occur just after this "dead centre," so the ignition is said to be "advanced" or "retarded," or, alternatively, "early" or "late."

#### FIRING POINT FOR EFFICIENCY.

The idea is that the most powerful explosion is obtained when the mixture is fired at the moment of greatest compression—that is, actually at the dead centre. But as the flame does not occur instantaneously, but takes an appreciable time to spread throughout the gas, it is necessary to make the spark just a shade too soon, so that by the time combustion is complete the resultant expansion shall be exerting all its force upon the head of the piston at the beginning of its down stroke.

You will see, therefore, that the critical factors are speed of combustion and engine speeds. If the engine is not running fast enough to carry the piston past the dead centre by the time combustion is complete, some of the force of the explosion will be wasted on the piston, in the shape of back pressure, while it is still endeavouring to travel upward on its compression stroke.

By thus reversing the thrust on the connecting rod bearings, this back pressure causes the "knocking" that is accepted as a warning of too much "advance."

The degree of advance, therefore, must be nicely adjusted in relation to the speed and the actual work of the engine at any given moment, in conjunction with the "combustibility" of the mixture that is being used.

Coming now to backfires of the whistling variety, these occur when the engine speed is so low—as when it is being started up by hand—that there is not sufficient momentum to overcome

### THE MOTOR YEAR.

#### Some Outstanding Features.

Many things have happened to make 1923 notable in the annals of motoring says Mr. H. Massac-Buit in the *Observer*. Even in this country horseless artillery is now accepted as an assured type of the future. At present we lack simple, powerfully-engined standard machines equipped with the Kregesse tractor to haul the heavier guns across country. But this is a handicap which time will cure. More powerful machines will be available at no distant date.

The part of the tank in war has been recognised by the granting of a Royal Warrant this year, whereby that branch of the Services is now known as the Royal Tank Corps.

The trans-Sahara route has been established and will be operated regularly by the Citroën-Kegresse service. This class of

(Continued on next column.)

the back pressure, and all the force of the explosion is exerted in forcing the piston violently downward.

**SOME REMEDIES.**  
The most obvious remedy is to take care that the ignition is not more than half advanced when starting up, especially by hand. Unfortunately the majority of magnetos are so designed that the hottest spark occurs at full advance, and in some specially bad cases the spark is not hot enough at any other point in the range of the ignition lever to start the engine.

With some machines, and with all battery-and-coil systems, the spark is of uniform intensity throughout the range of control. In this case you can definitely avoid danger by invariably retarding the ignition about half-way for starting purposes; but in any case you should form the habit of preparedness.

Never grasp the handle as you would the helve of a hammer—let the thumb rest on the same side of the handle as the fingers, as is the American.

machine, which is a standard Citroën chassis with six gears, has successfully achieved a trans-Australian journey, proving beyond doubt that it will be a means of establishing inexpensive and effective transport services between points in sparsely-peopled parts of the Empire which cannot on commercial grounds be linked by roads, and in connection with which it is not worth building rail services.

Twenty thousand ton motor passenger liners have been laid down this year. Motor shipping on the principle of using the Diesel liquid fuel internal combustion engine, and variants of that basic principle have gone ahead to an unprecedented extent, designs employing greater power than has ever been attempted with liquid fuel explosion engines.

At the opposite extreme, in the case of aerial motoring, progress in connection with which has lain hitherto almost entirely in the direction of increasing horsepower, we have had, both in the Lympe light aeroplane trials and in Mr. Alan Cobham's flight from London to Brussels on a de Havilland 53 with a 6-h.p. Blackburn motor cycle engine, proof of the fact that we are beginning to improve aerodynamic efficiency, otherwise the efficiency of the aircraft as such. At the beginning of flying it would have been impossible for anybody to get off the ground with six nominal h.p. Now we are planning to carry two people with that amount of power. Moreover, where powerful engines are made available, as for the Schneider Air Trophy, which we lost through lack of support of the native industry, we have to note the astonishing fact that seaplanes, otherwise machines handicapped with all the resistance of floats, or of boat-form hulls, can travel at over three miles a minute today, and can average nearly that speed over a triangular course on which, of course, both speed and distance are wasted on making the turns. As to land flying machines, the Pulitzer race, which is the classic one in America, was won at over 243 miles an hour this year.

In regard to car competitions, Britain has come out supreme for the first time since 1902 in the Blue Ribbon event of the world, the Grand Prix Race of the Automobile Club de France. This honour has been won by the Sunbeam Company. Moreover, it is the last Grand Prix race that will ever be run, the title having been changed now to the Grand Prix d'Europe.

British prowess has come out on top, too, in Latin countries, such as Spain, where Sunbeam has been supreme for the third year in succession. Spelt in terms of solid business, this means that one agent alone has taken for export 400 cars this year. There is, besides, the reflex action on the South American market, which will offer still greater trade.

"We have had an unprecedented series of motor shows, which will be repeated year by year owing to the long term lease the Society of Motor Manufacturers and Traders has taken of Olympia.

In regard to standard cars, these are marketed to-day at unprecedentedly cheap prices. There is a notable development in the production of moderate-powered, six-cylinder engines and this is the year in which the British industry is beginning to exploit brakes to all four wheels, as is the American.

## THORNYCROFT

Once again the supremacy of the world famous

## THORNYCROFT

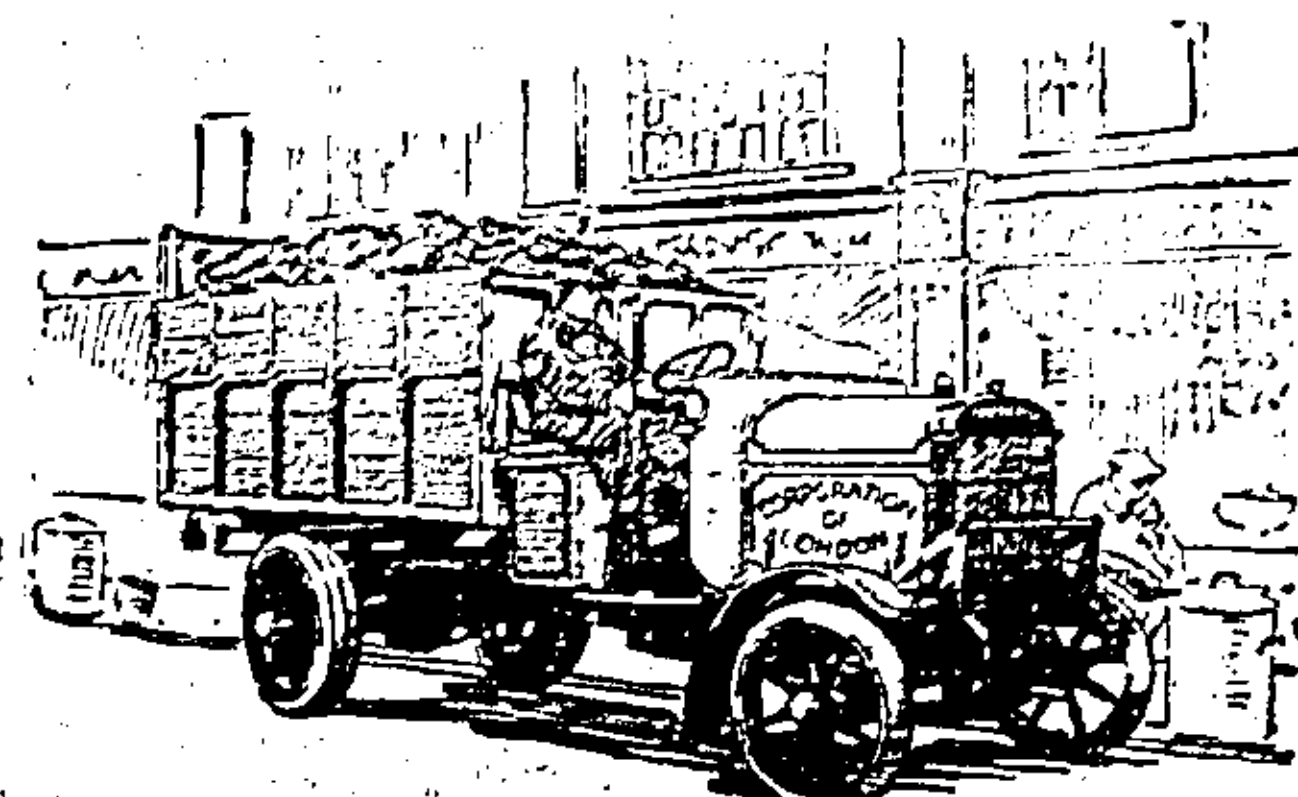
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption. 43 miles to 5 U. S. Gallons of kerosene was the enviable record made by a

## THORNYCROFT

in these keenly competitive trials.

Once a Thornycroft user, always a Thornycroft booster.



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**THE HONGKONG HOTEL GARAGE**

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### LINCOLN CAR.

#### DOES A FINE RUN.

A Lincoln car is credited with the fastest run on record between police headquarters at South Bend, Indiana, and the State House at Indianapolis. The trip of 155.7 miles was made in 165 minutes, an average of close on a mile a minute, despite frequent slow-down in cities and towns along the way and occasional pauses and stops due to traffic and road conditions.

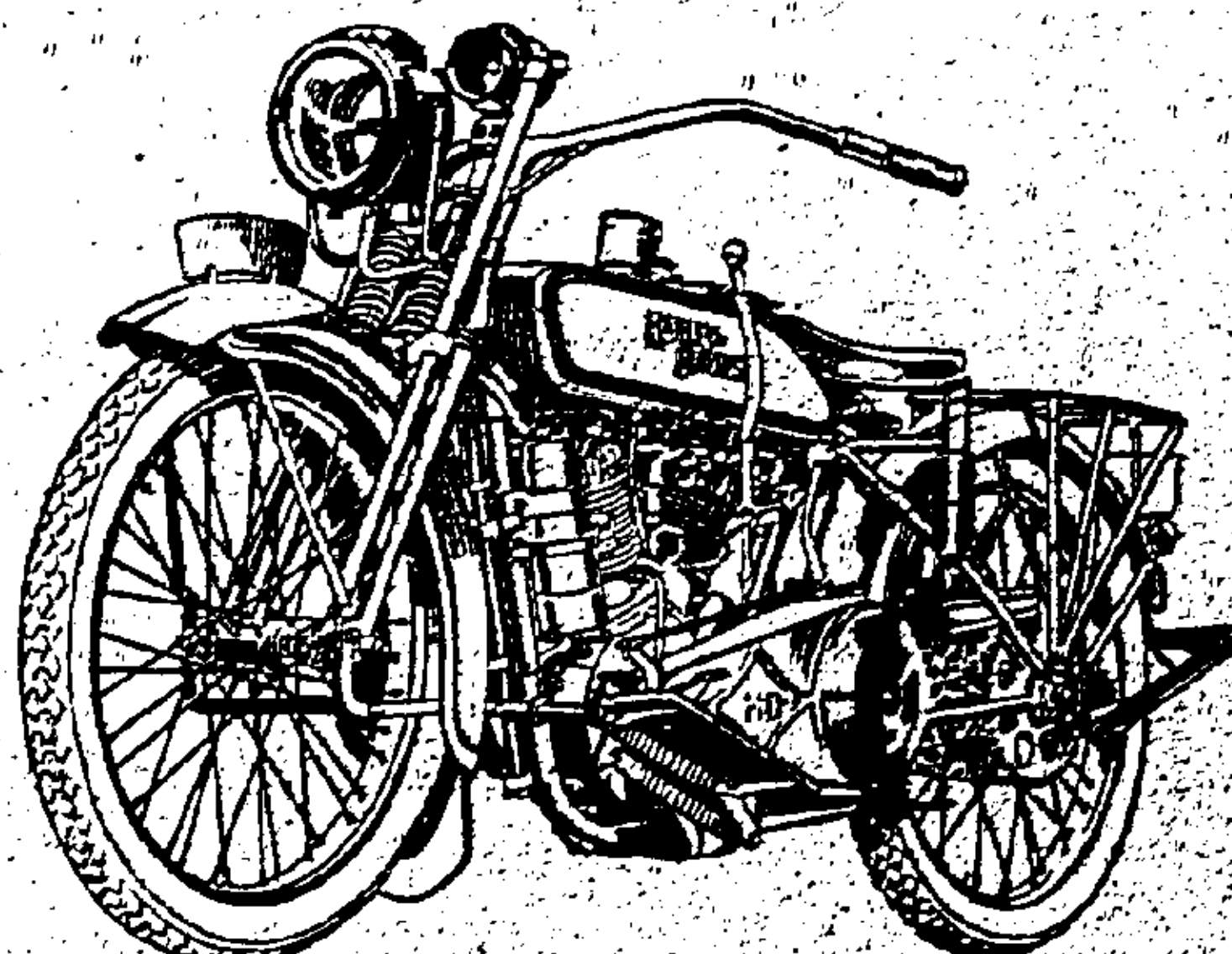
The car was commandeered by the Chief of Police, Mr. Laurence J. Lane, recently in order to secure the Governor's signature to extradition papers which were urgently needed.

Mr. W. W. Farrar, Lincoln sales manager for W. R. Hinkle, Inc., South Bend Ford dealers, piloted the car on the flying trip to the capital.



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1924 MODELS IN STOCK FOR

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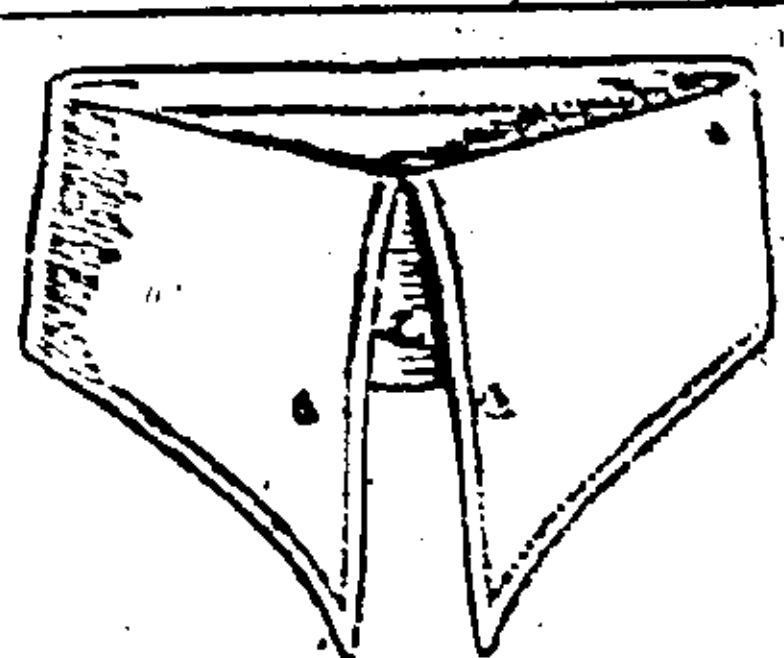




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**GRAND**  
**RACE WEEK CARNIVAL**  
(DINNER DANSANT)

Fancy or Evening Dress Optional

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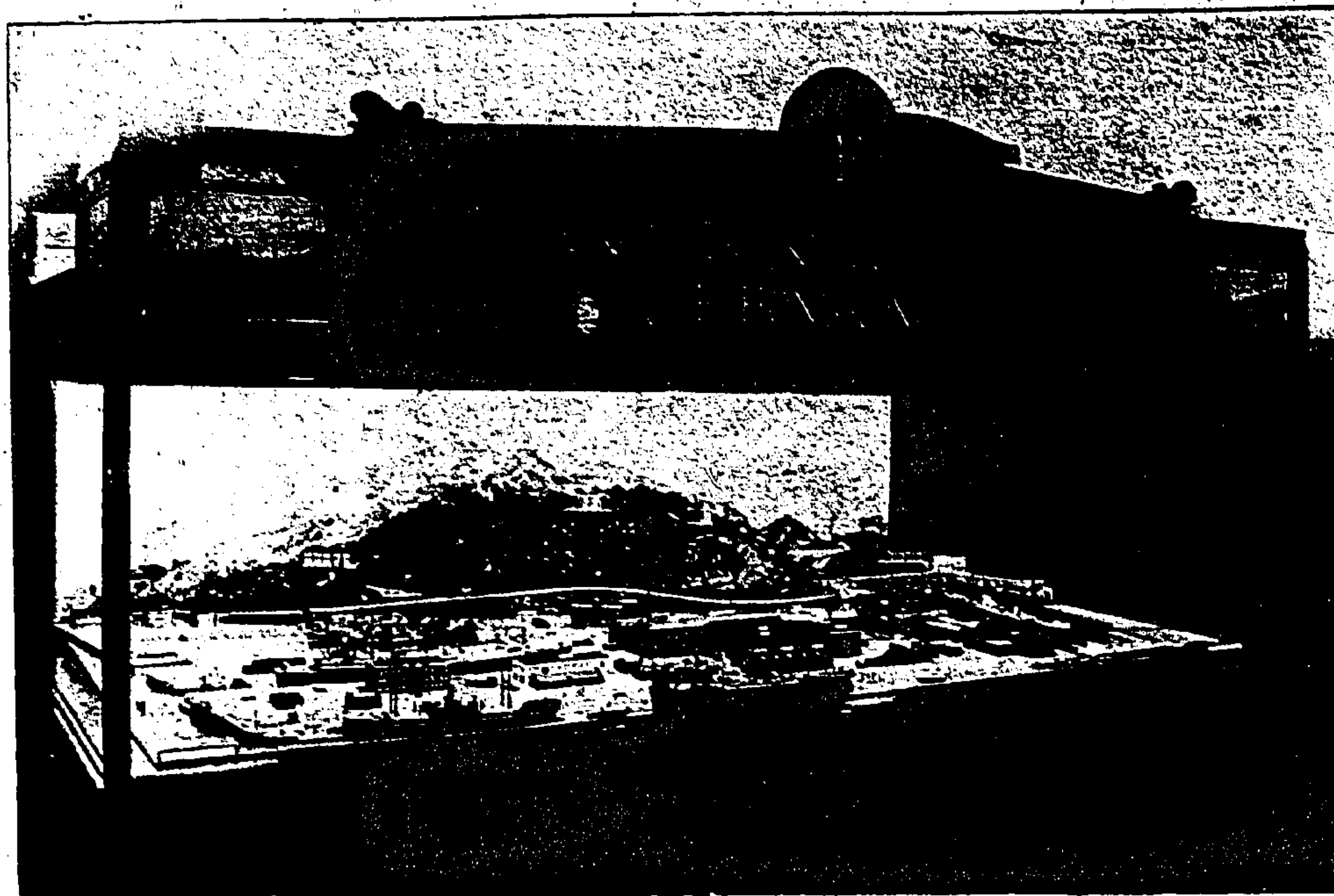
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**CAMERA NEWS.**



This is a photo of the fine model of the Taikoo Dockyard which is being sent to London for the British Empire Exhibition. It is true to scale down to the smallest detail.



Admiral Coudouriot, who has been appointed Regent of Greece.



Group taken at wedding of Mr. G. R. Haywood and Miss Violet Constance Searle. (Photo: Mee Cheung).



Body of Commander du Plessis de Grenedon, who was in command of the ill-fated French dirigible "Dixmude," was picked up on the coast of Italy. It is shown here lying in state in a church of Sciacca, Sicily.

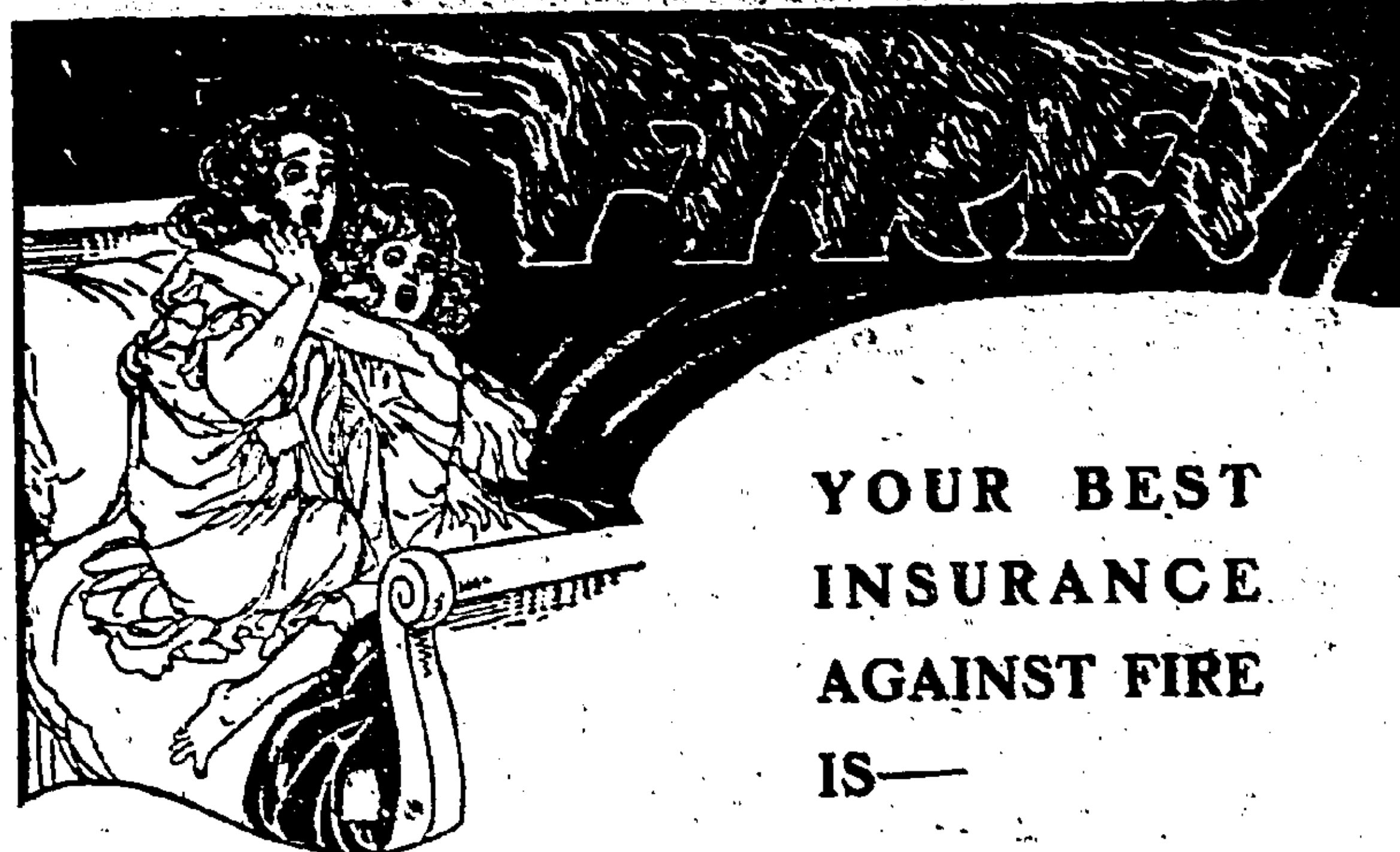


Luis Firpo, Argentine prize fighter, recently arrived back in Buenos Aires and received a remarkable demonstration. This shows part of the crowd that welcomed him. Arrow indicates Firpo.



The Hongkong and Shamen football teams which recently met in Hongkong, the former winning by a goal to nil. (Photo: Mee Cheung)





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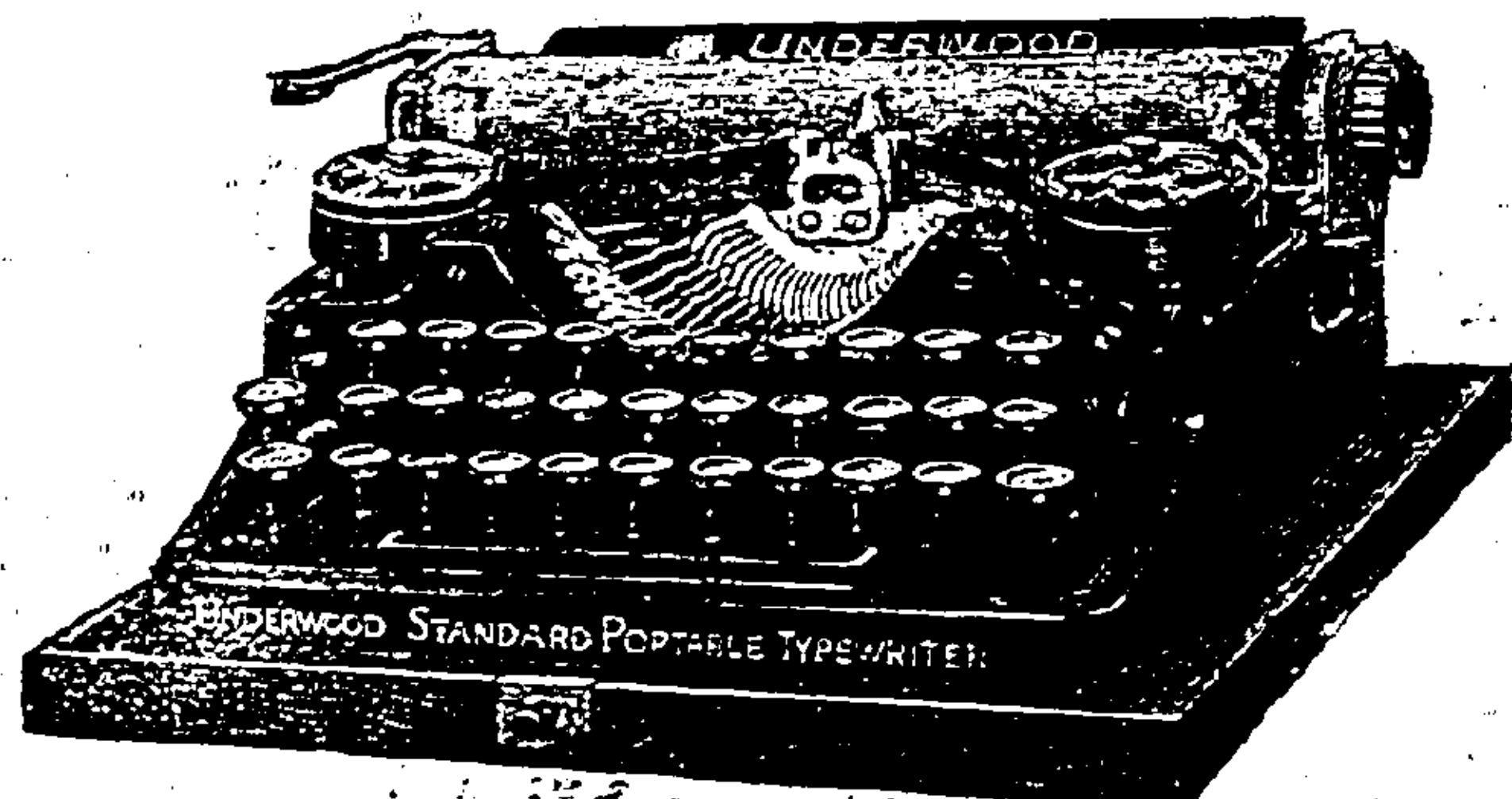
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#### A Killing Retort.

She—I heard you singing in your room this morning.  
He—Oh, I sing a little to kill time.

She—You certainly have a good weapon.

OH, PARDON US!

"Terribly rough, isn't it?" she observed, as the roadster jolted over the road.

"But I just shaved this evening, dear," he replied.

PRETTY CLOSE.

Irate Individual—It seems to

me, sir, that you are not far removed from an idiot.

The Other—Only about a yard.

VERY ANNOYING.

Muriel—I think shopping is such a worry. Don't you, dear?

Phoebe—Rather. I never can for the life of me remember which shop I owe money to.

CAN'T ALL BE GUILTY.

A man who broke into a house recently took nothing but a graphophone. All the neighbors now are under suspicion.

SHOULD HAVE KNOWN BETTER.

"Hello, Jones, what's up?"

"Gunshot wound, old man,"

"Great Scott! How did it happen? Out hunting?"

"No, I was home—learning the corner."

NO CAUSE FOR ALARM.

"You look like a good risk, Mrs. Malone, but will you kindly tell me what your father died of?"

"Of can't rightly remember as to that, sir, but sure it was nothing serious."

FALSE ONES DON'T COUNT.

"My dentist was a fine fellow. Each time he extracted a tooth he gave me a glass of whisky."

"Don't you go to him any more?"

"I haven't any more teeth."

### RADIO NOTES AND NEWS.

#### The Great Possibilities of Wireless.

In the course of an article in the *Observer* Sir Oliver Lodge writes—

The discovery of electric waves was made in the latter third of the last century by that tremendous mathematical genius, Clerk Maxwell, on the purely theoretical side. After twenty years, Hertz showed how to produce them practically; and what was more, how to detect them at a distance, in an elementary and purely laboratory fashion. Further improvements in detecting appliances were soon devised by many people; and in due time they were made amenable to practical and commercial uses by the energy and enterprise of Signor Marconi and his co-workers.

To a public ignorant of the work of Clerk Maxwell and Hertz, this application came as a great surprise, and seemed very novel and mysterious. To physicists it did not seem so; it was a natural application of what was known. But when, later, Mr. Marconi found experimentally that the waves would actually curve round the earth and reach the American Continent, physicists were surprised. It was an important discovery; and the mathematician Mr. Oliver Heaviside showed how an ionised layer of air in the upper regions must be operative, and could explain it.

Then came a method of detection far superior to any that had previously been used, namely, the vacuum valves of Professor Fleming, improved, as they soon were, into their present form by Dr. Leo de Forest of America. In these valves the actual electrical particles, the electrons, were employed as the detecting agency, and proved themselves far more perfect than any material mechanism could be. They responded instantaneously to every fluctuation; so that it became possible to transmit, not Morse signals only, but telephonic or telephonic speech.

For some time it seemed as if speech could only be transmitted over moderate distances. But now, through the energy and enthusiasm and inventive genius of a great number of workers in all parts of the world, but especially in England and America, it has been found possible to hear the human voice across the Atlantic. Not that the voice travels any further than it did before, any more than it travels along a telephone wire; the voice generates electric waves, with all its peculiarities accurately represented in those waves; and when those waves are collected by a distant aerial, the electrons in the receiving valve respond with precision to all the fluctuations, and enable a telephone to reproduce the speech and the tones of voice of the distant speaker. The achievement of speech across the Atlantic in this indirect way is certainly a marvellous achievement, one that excites the admiration, and to some extent the astonishment, even of physicists. Nor is this likely to be the limit. The waves that have begun to curl round the earth can go on, even to the Antipodes; and in a short time it is likely that the human voice in this way can reach Australia and New Zealand.

Thus humanity will be welded together in a manner more intimate than ever before; and the beauty and the simplicity of the arrangements, and the comparative ease with which the result is effected, are very surprising.

LONG WAVE SHORT WAVES.

It used to be thought by the early experimenters that to get waves to travel effectively over enormous distances, the apparatus used must be large and powerful and the waves very long. Long waves can certainly get through obstacles which would stop short ones. Why? Because in going through a slightly opaque medium, a certain percentage of energy is wiped out at every swing. The crest of each wave will be slightly weaker than its predecessor. So if in a given distance, say 100 miles, there were twenty crests—which would mean that the waves were five miles long—there would be a chance of a sufficient portion getting through, even though each wave was 1 per cent. weaker than the one before it. But if the waves were only a quarter mile long, there would be four hundred such crests in the 100-mile distance, and the proportion of energy which got through would be very slight. While if the waves were each only a hundred yards long, the oscillations in the given distance

would be so numerous that no trace could be detected, unless the capacity were insignificant. Hence it appeared that long waves had the advantage.

But to the physicist it always seemed that short waves ought to do better, if space were as reasonably transparent as one might expect it to be; that is, when the air is hardly ionised at all, a condition to be expected in the absence of light. And now it is found that, at any rate during the night, short waves are quite efficient. And the great size of sending and receiving stations will probably in due time be found unnecessary. A short-wave or small station is just as energetic as a big one, within limits. For the true wave starts, not at the actual radiator, but at about a quarter-wave length distant from it. Hence the shorter the wave the nearer, and therefore the more energetic, is the place from which it starts. A radiator no bigger than a dumb-bell can emit waves of 103 horsepower. This was known long ago, in 1890. A great big radiator under the same conditions is no more intense, though it is true the emission would last longer; that would depend on its capacity. And what is true of the emitter is also true of the receiver. Hence recent experiments have re-directed attention to the advantages of short-wave transmission; and short waves are much more amenable to discipline. They can be protected by parabolic mirrors of reasonable size; that is, they can be directed, as light waves are directed from a light-house, so as to economise them and concentrate them on any required direction. There can be little doubt that this power of focussing and directing waves will be applied more and more; so that, except for broadcasting purposes, it will not be necessary to send out waves in every direction at random.

CONTROL OF FLOATING BODIES.

Another improvement which is to be expected is the attainment of greater power of control over distant things like aeroplanes and steamers, or other self-propelled floating bodies. The rudders of such machines can be actuated by people on the spot, but they may also be actuated wirelessly by people at a distance. So that an operator at a sending station, manipulating his keys, may guide a distant floating body to any desired destination, so long as he can see what it is doing, and adapt his control accordingly. An aeroplane is not so easy to control as a floating body, because it has another degree of freedom. It can move up and down, as well as right and left. To control it perfectly is therefore not so easy. But none of these things is easy. Difficulties are things to overcome; and the ingenuity of those who are working at the subject is more than competent to deal with a difficulty such as this. It is interesting to find, moreover, that old-fashioned coherers, employed as a detector, seems especially useful in these distant-control experiments, as demonstrated recently by Major Phillips.

What other developments are to be expected? Unfortunately a certain amount of energy in the present state of civilisation is directed to the opportunities for doing damage; that is, directing things for deleterious purposes. And if people wish to do those things, no doubt they will be able. It has been surmised that aeroplanes can be stopped in mid-air. Well, as Hertz found long ago, ether waves are powerful enough to generate little sparks in metal conductors; and as the explosions of oil vapour in a motor are regulated by little sparks, it seems quite likely that such sparks can be generated at wrong times by the action of waves generated at a distance; and, if so, the engine may be brought to a standstill by the generation of unexplainable engine trouble. Such disturbances can be guarded against, when foreseen, by the proper use of metallic screens, because metals are opaque to the waves, and will ward off or reflect them harmlessly.

Contrivances for doing damage are dangerous until the antidote is found. There always is an antidote; but meanwhile some damage may be done; and it is lamentable that the ingenuity of man is thus capable of being misdirected for what are supposed to be patriotic and justifiable reasons.

Other things can be suggested of a damaging character; though

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it is hateful to dwell upon them, and it is not a subject on which I am any authority.

"SEEING" BY WIRELESS.

Attempts have been made recently, and are still being made, at what is called "television," that is to say, seeing at a distance, either by wireless or by wired means. If one is done, doubtless the other will follow. But at present neither can really be done. Pictures can be transmitted after a fashion, by a code, signalling the position of dots in a process, block, or something of that kind. Or they may actually produce a picture, as a sort of mosaic of such dots. But this is not really vision at a distance. It is only a modified form of printing-telegraph. For myself I am not sanguine of seeing anything that can be properly called television for a good many years yet, perhaps not for a century; though any invention which humanity really wants to devise will probably sooner or later be accomplished, by means perhaps at present unknown and unsuspected.

However great have been our improvements in locomotion and communication during the past hundred years that is but a small period. And who can say what will be accomplished in the hundred years? Material progress,

however, is not everything. And if there were any signs of our getting to the end of our tether, which there are not of present, there would be nothing to lament.

Locomotion is a purely physical thing; but communication, whether by speech, writing, or telegraphy, is not solely a physical thing. It is a psychological thing, too. There were those in the 60's and 70's of last century who lamented that many of the messages sent through the recently achieved Atlantic cables were either deleterious or rubbishy. It is no use enlarging our powers of communication, if we have nothing worth while to say. The moral and spiritual development of mankind ought to keep pace with its material achievements. And if they do not, it is possible to regard even those achievements with gloom and apprehension. That, however, would show a lack of faith. The real progress of humanity is necessarily slow, while material achievements may be rapid, with ourselves, however, whether or not one can keep pace with the other. There should be no feeling of supine self-satisfaction in what has been done, but girding up of our energies to the task that the progress is not too rapid and unbalanced; and to strive that the reign of good shall keep pace with the reign of power.



# WOMEN'S INTERESTS

## A SMART FROCK.



"Fashion's favoured flounces" is the proper label to attach to this frock of many ruffles, perky sleeves and becoming collar.

The collar, too, is now and is a most becoming one. The sleeves with their quaint ruffles are successors to the sleeveless style.

YOU behold here the three profiles that are finding most favour in Paris at the present time.

And the proportion of bobbed hair to the unbobbed runs about two to one in favour of the bob, we are further informed. All coiffures are being slightly softened and are becoming more flattering. Hair dressers have learned that all profiles are not so perfect as they may be made to appear, properly co-operating with the locks.

The most popular of all hair-dressings, at the present time, is the "garconne," or French clip, which is cut very short in the back and which allows the outline of the head to appear pretty much as nature made it.

While this bob was originally supposed to go uncured, it is becoming quite the thing now to matel the hair close to the head, but to leave the ends straight so that they do not in any way destroy the outline of the head. In the front the hair may be slightly more full, if one desires.

The fluffy bob is by no means as smart as the close one, but since it is much more becoming to many types of faces it has its following and holds it.

But even this cut is induced to take more interest in sticking closer to the head than ever before and is kept as neat and glossy as possible.

Often the ends are curled very tight and close to the head so that the appearance is that of a very close headress, and a very elaborate one.



The fluffy bob (left), the close-bob (center) and the unbobbed top-knot.

Some women, who can't quite get the courage, or the parental consent, to shear the locks entirely, have compromised with a sort of half-and-half treatment. The front is cut and arranged like a regular bob. The portion of the hair behind the ears and on top of the head is left long and is wound into the tightest of knots at the nape of the neck. Or sometimes it is rolled under so that one takes a second glance before realizing that the entire head of hair is not bobbed. In this way a woman may have the effect of a bob.

Those, however, who have withstood the bob are beginning to feature the topknot. The most popular style is the soft arrangement about the face, parted in the middle or on one side, or just pulled back loosely from the forehead without a part, piled in a soft knot at the back of the head. To call attention to the crowning glory with a jewelled or shell comb is the common practice.

But the peeled effect and the severe hairdress are frowned upon by Paris, and femininity is now the order of the day.

## FASHION NOTES.

Black and white combinations are shown in the new cottons and wools for spring.

A popular dinner frock is of coloured crepe de chine with cascades of the material from the shoulders or hips, or with overlapping panels.

Embroidered and hand-painted are featured on the new latest sweater and sweater costumes in styles the surplice, side-tie, golf coat mandarin and slipover are good.

French blue, Nile green and maize are among the most popular shades for lingerie. High lustre crepe meteor is a popular material.

A bouffant gown of mauve taffeta has deep scallops outlined with bands of yellow roses.

Flexible bracelets of pearls or combinations of diamonds and pearls are worn effectively on the upper arm at some of the smartest social functions.

Taffeta ruffles, edged with old-fashioned pinking, are shown as something entirely new and different and are very effective.

## ATTRACTIVE LAMPSHADES.

The choice of lampshades is wide this year. Japanese rice paper has been used abundantly, and in all the most vivid colours possible. Bright orange, deep blue, emerald green, and crimson, bound with black or gold, make charming shades for rooms decorated in decidedly modern fashion. The popular shape is that of a lantern.

Then there is the mottled paper cover, also made of stout rice paper. It folds up flat, and has a cord run through its pleats top and bottom to hold it in place when needed for use. This is a very acceptable gift for any one who travels, as it can be packed into a small space in one's trunk and will fit

## SIDE DRAPE.



The dress sketched shows the tendency of smart frocks to be slightly fitted at the waist, a tendency emphasized by the little horizontal pleats on one side just below the long shawl collar.

over any kind of lamp. Browns, soft blues, and a few of the more harmonious colours are used for this purpose.

Checks on a cotton ground go well with oak furniture, and give an old-world look to a room. Again, the lantern style of shade with sides covered with blue or red checks, also find favour with the Parisienne, or another form that has a little frill.

Old candelabras are copied in wrought iron, and in the candle sockets electric light fittings now take their place. Some candelabras have two tiers, others have but two lights with cowl protectors hanging over them. These quaint fittings are suspended from the ceiling in the boudoir or hall, and give a somewhat obscure and solemn light.

## ATTRACTIVE BOUDOIR CAPS.

Those who like to fashion pretty boudoir caps will be interested to hear of some very beautiful ready-trimmed materials that may be bought for the fashioning of boudoir caps.

They are of crepe de Chine, just the right width for the purpose, trimmed with hemstitching and insertion, and finished on the outer edge with a fill of lace and a beading for the threading of ribbon. This makes the pulling up to correct size a simple matter.

## A NEW MATERIAL. FRICTION FOR BEAUTY.

Quite the newest fabric is embroidered horizontally and between each band of the design is a fine "tube" of the plain foundation fabric. It is not quite so thick as an ordinary lead pencil, and in effect is as if a gauging cord had been run through.

With skillful disposition of the design it is possible to imagine a very smart dress or suit fashioned from this novel material.

## EFFECTIVE.



A pleasing combination of figure of silk blouse and plain pleated skirt.

Many girls complain of a tendency to coarseness of the skin, particularly in reference to the upper part of their arms. Backs, too, are rarely unblemished, and enlarged and coarsened pores, disfigure noses and chins.

Beauty specialists tell us that rubbing and friction will largely prevent this condition arising, and where it is already present, will help to cure. For this purpose there has recently been introduced a small rubber friction brush. It is made with flexible rubber bristles, coming from a flexible foundation that can be strapped around the hand of the user. It can be used with soap and water, and not only is an aid to skin beauty, but after the bath will restore circulation and give a feeling of exhilaration not to be equalled by the oft-recommended rubbing with a coarse towel.

Crystal necklaces are one of the most popular types of costume jewellery on display at the present time. Amber too is more sought after than ever before in its history.

## MOTTO HANDKERCHIEFS.

The handkerchief with an embroidered motto has taken the place of that decorated with a monogram or a cipher.

Small black or navy blue block letters are generally chosen to express the sentiments on white handkerchiefs, while white lettering against coloured backgrounds is counted equally chic.

Other new notions in handkerchiefs show little squares of coloured linen, the four corners decorated with cut-out petals of flowers in dainty delicate colourings.

Handkerchiefs made of fancy crepe de Chine, colour-printed in miniature mosaic patterns, and finished with white hand-rolled hems, are counted very smart.

For evening use, there are fine chiffon handkerchiefs daintily edged with narrow gold or silver lace, to match gold or silver metallic dresses.

## THIS WEEK'S RECIPE.

### Snowball Cake.

Make a sponge mixture, and cook it in a one or two pound tin. When cold, trim it to the shape of a snowball, cut it in halves or in three, spread jam or whipped cream between each layer, press them together, and ice with glaze icing. Before the icing sets, sift granulated sugar or desiccated coconut over.

## LACE ON LINGERIE.

Lace is very much in fashion, and finds many charming uses that include deep yokes for silk and linen chemises. One woman has devised a method for preserving the precious real lace through a long period of wear. Her chemise yokes are footed with a beading, and the tops of the chemises are headed with a similar beading. The two lines of beading are run together with a satin baby ribbon to join the two sections of the chemise, and when the garment is ready for the laundry, the ribbon is drawn out, leaving the lace ready to go to the lace cleaner, who will handle it with greater respect than would the most careful laundress.

## FASHIONS FOR THE RIVIERA.

Clothes for the Riviera show that women are still partial to white. A trim little walking suit of white cloth of serge has pockets, belt and collar strappings of leather in some dazzling shade, and a coy little hat of the same leather stitched all over with gold or silver thread, in a 16th-century design. A short coat of leather to slip on when the wind blows cold is also added to this smart turnout. One sees this effect copied in half-a-dozen colours, with proper trappings, and a walking stick coloured to match, but each one fades a little from smartness beside the all-white-with-a-dash-of-colour toilette.

White for the afternoon is also prominent, and is cool and fresh-looking amongst the many gay shades that appear. Voile with a Swiss embroidery edge is used for frocks where flounces are employed. White dresses are embroidered in wool or silk, in the crude colours reminiscent of countries such as Rumania and Czechoslovakia. The simple little frock of silk crepe that does duty for dancing after dinner as well as at tea, is much to the fore again this year in the South. The bateau neck is cut into a rounded yoke, from which narrow panels of pleats or tucks fall to the hem of the skirt. A

## NOTED ENGLISH BEAUTY.



Lady Diana Manners, who is in America playing the part of the Madonna in "The Miracle."

short sleeve, or no sleeve, is more often seen for the trim little dancing frock worn by a girl; her mother prefers some covering for the arm, and either has a long tight sleeve that almost hides the hand from view, or wing shoulder draperies that float in the breeze. A new material that is becoming for an afternoon tea frock is a mixture of wool and metal lace.

It is made in white, green, black, with a silver thread, or in brown with either gold or copper to keep it in countenance. A smart gown of this material is one which is tight fitting until it reaches the knees, when it falls in deep pleats. It is bordered with fur, which weights it down, and protects it against the ravages of wear and tear.

## IDEAL OF IDOL.



Howard Gray, "Princeton's most popular man," apparently meant that he said when he bespoke his opposition to cigarette-smoking girls. His engagement to De Weenda Conrad (above), Omaha belle, has just been announced, and she has never smoked.



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## CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this Heading.

St. John's Cathedral, Hongkong.  
17th February, 1924, Septuagesima Sunday. Holy Communion (8 a.m.); Children's Service (10 a.m.); Hymns: 540, 329, 343, Matins (11 a.m.); Responses: Psalm: 104, Chants Nos. 8 and 5; Te Deum; Jones, Cambridge, Cambridge (12th Morning); Benedictus; Beethoven (27th Morning); Hymns: 34, 167 (tune 431); Holy Communion (12 a.m.); Evensong (6 p.m.); Hymns: 217; Responses: Psalm: 147, 30th Evening; "Battisill in D"; Magnificat; "Haverall (7th Evening); Nunc Dimittis; Kelsey (17th Evening); Hymns: 234, 242.

Wesleyan Methodist Church, Queen's Road East, Opposite Royal Naval Hospital, Wanchai. Sunday, 17th Feb., 1924, 10.15 a.m. Divine Service and Naval and Garrison Church Parade. Hymns and Chant, 10. Magnificat, 870, 86, 106. Subject: "Open Air Religion." 6 p.m. Divine Service. Hymns: 788, 208, 456, 920. Anthem: "Abide with me." Subject: "My task, my trust." Preacher: Rev. C. Clouston Porri, Hon. Chaplain to the Forces. 3 p.m. Toy Service. Address by E. A. Harlow, Esq. Gifts of toys will be received for children in hospitals, Wesleyan Sailors' and Soldiers' Home, Arsenal Street, Sunday, at 8.15 p.m. Chaplain's Meeting and Social Hour, Address by Cpl. Parnham, R.N. Monday, at 8 p.m. Study Circle conducted by Chaplain. Wednesday, at 8.30 p.m. Literary Evening in connection with the Wesley Guild.

St. John's Cathedral, Sunday, Feb. 17th, Septuagesima. Holy Communion at 8 a.m., Children's Service at 10 a.m., Matins and Sermons, at 11 a.m., Holy Communion, at 12 noon. Evensong and Sermon, at 6 p.m. The Band of the 1st Battalion The East Surrey Regiment will play at Evensong. Mr. Frederick Mason, A.R.C.O., "L.T.C.L.", will give an Organ Recital in the Cathedral, on Tuesday, Feb. 19th, at 5.30, assisted by Mrs. N. Mathieson. (Contraalto).

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

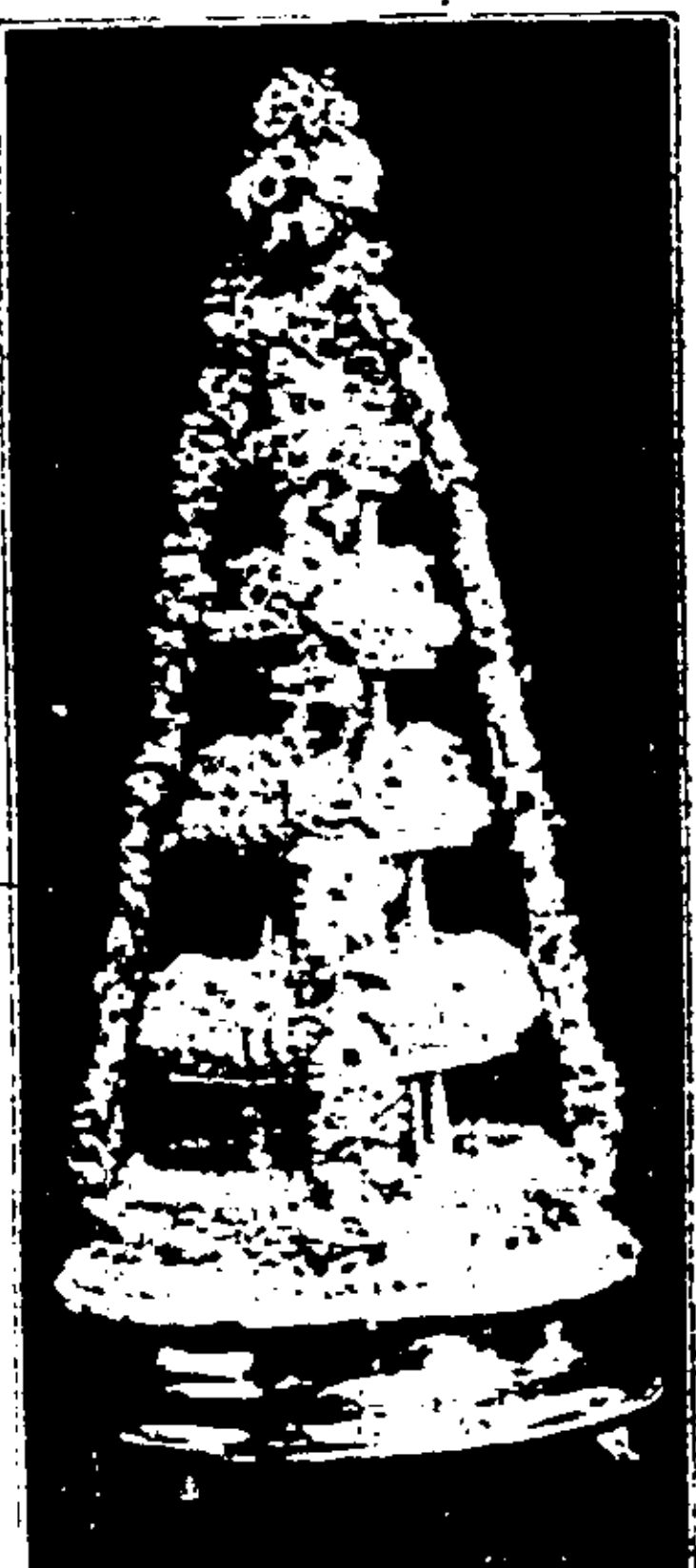
## NOTICE.

ORSEN ISLAND CEMENT CO., LTD.

THE THIRTY FIFTY ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on Tuesday the 4th March 1924, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Account and Report of the Directors for the year ending 31st December, 1923, and declaring a dividend.

The TRANSFER BOOKS of the Company will be closed from Tuesday the 19th February 1924 until Tuesday the 4th day of March, 1924, both days inclusive. By order of the Board of Directors.  
SHEWAN TOMES & CO., General Managers.  
Hongkong, 11th. Feb. 1924.

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### NOTICE TO CONSIGNEES.

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Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd February, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 7th March, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.  
16th. February 1924.

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Reserve Fund ..... \$5,000,000

DIRECTORS: Mr. Wang Wei-tung, Chairman.  
Mr. Chen Shou-son, Mr. Kan Yik-fo, Mr. Li Kow-chuk, Mr. Mok Ching-sheng, Mr. Fung Ping-shan, Mr. Wong Yui-tong, Mr. P. K. Kwei, Mr. Chao Ching-shan, Mr. Hui-shan, Mr. Ng Chang-lok.

Chief Manager: Mr. Kan Yik-fo. Asst. Manager: Mr. Li Kow-chuk.

BRANCHES & AGENCIES: LONDON, PARIS, HONGKONG, SHANGHAI, KOBÉ, YOKOHAMA, MANILA, CANTON, HANKOW, SOERABAYA, BATAVIA, SINGAPORE, BOMBAY, CALCUTTA.

London Branch: The London Joint City and Midland Bank Ltd. Every description of Banking and exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposits at the rate of 5 per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum  
For 6 months at the rate of 4 1/2 per annum  
For 12 months at the rate of 5 1/2 per annum  
For 18 months at the rate of 6 1/2 per annum  
For 24 months at the rate of 7 1/2 per annum

KAN TONG PO, Chief Manager.  
Hongkong, February 15th, 1924.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANK.

Established 1924. Hongkong Branch established 1905.

Authorized Capital (Dutch) 100,000,000 (Guilder) (12,500,000,000) (Pounds) (1,562,500,000)

Subscribed Capital (Dutch) 50,000,000 (Guilder) (6,250,000,000) (Pounds) (781,250,000)

Reserve Fund (Dutch) 10,000,000 (Guilder) (1,250,000,000) (Pounds) (156,250,000)

Special Reserve Fund (Dutch) 25,000,000 (Guilder) (3,125,000,000) (Pounds) (390,625,000)

HEAD OFFICE: AMSTERDAM. Eastern Head Office: BATAVIA.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Canton, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Branch: The National Provincial and City Bank of England Ltd., Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION. J. J. STAAFGAARD, Acting Agent.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE: 11 Des Voeux Road Central, Hongkong.

BRANCHES: BANGKOK, SHANGHAI, HONGKONG, LONDON, WESTMINSTER, BANG, SAN FRANCISCO, CALIFORNIA, LOS ANGELES, SAN PEDRO, CALIFORNIA, CANTON, HONGKONG.

Authorized Capital ..... \$5,000,000  
Paid Up Capital ..... \$1,000,000

Modern banking in all its branches. Current accounts savings accounts and fixed deposits interest loans granted on approved securities.

Overseas banking a specialty. INTEREST—Current accounts 5 per cent. savings 4 per cent. Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 5 per cent.

Safe Deposit Boxes for Rent. Our vaults safeguarded by time clocks and double combination, gunproof plate steel doors.

J. Y. LUM, Manager.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 12 Months 5% per annum  
For 6 Months 4% per annum  
For 3 Months 3% per annum  
On Demand 2% per annum

CURRENT ACCOUNTS. 2% per annum on credit balances of over \$100.00.

LOOK SOON SHAN, Chief Manager.

## BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital ..... \$50,000,000  
Issued & fully paid up \$30,000,000

Reserve Funds ..... \$4,500,000  
Sterling ..... \$4,500,000  
Silver ..... \$4,500,000

Reserve Liability of Proprietors ..... \$20,000,000

COURT OF DIRECTORS: Hon. Mr. A. G. Leung—Chairman.  
Hon. Mr. A. G. Leung, Esq.—Deputy Chairman.  
Hon. Mr. A. G. Leung, Esq.—Deputy Chairman.  
Hon. Mr. A. G. Leung, Esq.—Deputy Chairman.  
Hon. Mr. A. G. Leung, Esq.—Deputy Chairman.

Chief Manager: Mr. A. G. Leung. Asst. Manager: Mr. A. G. Leung.

LONDON BRANCH: WESTMINSTER BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling in terms which will be quoted on application.

Hongkong, 9th. February, 1924.

HONGKONG SAVING BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the minimum monthly balance at 3 1/2 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN, Chief Manager.

Hongkong, 14th. Nov., 1923.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1854.

Paid-up Capital ..... \$3,000,000  
Reserve Fund ..... \$3,000,000  
Reserve Liability of Proprietors ..... \$3,000,000

Foreign Exchange and General Banking Business Transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, 15th. Feb., 1924.

司公理管業實法中

SOCIETE FRANCAISE DE GERANCE DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France)

5 Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74 Rue St. Lazare, Paris.

Subscribed Capital Frs. 10,000,000

Paid up Capital Frs. 2,500,000

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE

Frs. 50,000,000.

BANKERS: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd. New York: Irving Bank Columbia Trust Co.

Every description of Banking & Exchange Business transacted Correspondents throughout the world.

M. M. FITZ-HENRY, Manager.

BANQUE DE L'INDO-CHINE. (FRENCH BANK.)

Head Office 11 Boulevard Haussmann, Paris.

Capital ..... 40,000,000  
Reserve ..... 30,000,000

BRANCHES & AGENCIES: Bangkok, Batavia, Bencoolen, Borneo, Calcutta, Canton, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and City Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co., Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

C. E. GOY, Manager.

Hongkong, 16th February 1924

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE: Alexandra Building, Chater Road.

General Banking and Exchange Business Transacted.

Current Accounts opened and Fixed Deposits received at rates which may be quoted on application.

The Bank also conducts a savings Department.

E. C. LAU, Chief Manager. Hongkong, 15th. Feb., 1924.

## BANKS.

INTERNATIONAL BANKING CORPORATION

(Owned by the National City Bank of New York)

Capital & Surplus U.S. \$10,000,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 54, Bishopsgate, E.C. 2.

BRANCHES: BATAVIA, BENCOLLEN, BONTONE, BOMBAY, CALCUTTA, CANTON, CEBU, COLON, HANKOW, HONGKONG, KANTON, KOBÉ, MANILA, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

Commercial and Travellers' Letters of Credit issued. Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal cities of the United States and in the West Indies.

GEO. BOGG, Manager.

1 Queen's Road Central, Hongkong.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1830

Capital (fully paid up) ..... Y. 100,000,000

Reserve fund ..... Y. 73,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at: Batavia, Bencoolen, Bontone, Borneo, Calcutta, Canton, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manilla, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHITAMA, Manager.

Hongkong, 15th February 1924

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00

Paid up Capital ..... 18,278,500.00

Reserve Funds ..... 9,629,425.24

HEAD OFFICE: PEKING

Hongkong Branch, 4, Queen's Rd. C.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BRANCH: The National Provincial and City Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Branch: The Irving National Bank.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking business transacted.

Loans granted on approved securities.

Special facilities for Remittance.

TSU YEE PEI, Manager.

司公限有行銀豐和

THE HO HONG BANK, LTD.

(Incorporated in the Straits Settlements.)

Capital: \$20,000,000

Issued ..... 8,000,000

Paid up ..... 4,000,000

Reserve Funds of 4,000,000

share holders ..... 600,000

HEAD OFFICE: Singapore.

Branches Agencies and correspondents in the principal cities of the world.

HONGKONG BRANCH: 15, Queen's Road, Central.

Every description of Banking and Exchange business transacted.

Local Board: Mr. Ho Leong Hoe (Chairman), Mr. Sun Pak Ming, Mr. Ng Ching Lok, Mr. Han Liang Huang.

Telephone Nos. C. 4355 & 4357.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Chater Road, Hongkong.

BRANCHES: Shanghai and Hankow.

Correspondents in all commercial centres of China and abroad.

PROMPT SERVICE. Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. H. MAI, Manager.

## BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)

Established 1853

Paid-up Capital and Reserve Fund 645,734,000.—

HEAD OFFICE: AMSTERDAM.

EASTERN HEAD OFFICE: BATAVIA.

BRANCHES: Amoy, Ampenan, Bandoeng, Bombay, Calcutta, Cheribon, Gorontalo, Hongkong, Kobe, Makassar, Medan, Menado, Palembang, Peking, Probolinggo, Semarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tjilatjap, Weltevreden.

CORRESPONDENTS: LONDON—Midland Bank, Ltd. NEW YORK: Farmers' Loan & Trust Co. and in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING AND EXCHANGE TRANSACTED. CURRENT ACCOUNTS, DEPOSITS, etc.

J. M. E. NIKKELS, Acting Manager.

THE AMERICAN EXPRESS CO.

INCORPORATED.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty offices are established in the principal cities of the World to provide commercial organisations and private individuals with a complete world wide, banking shipping and travel service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS.











